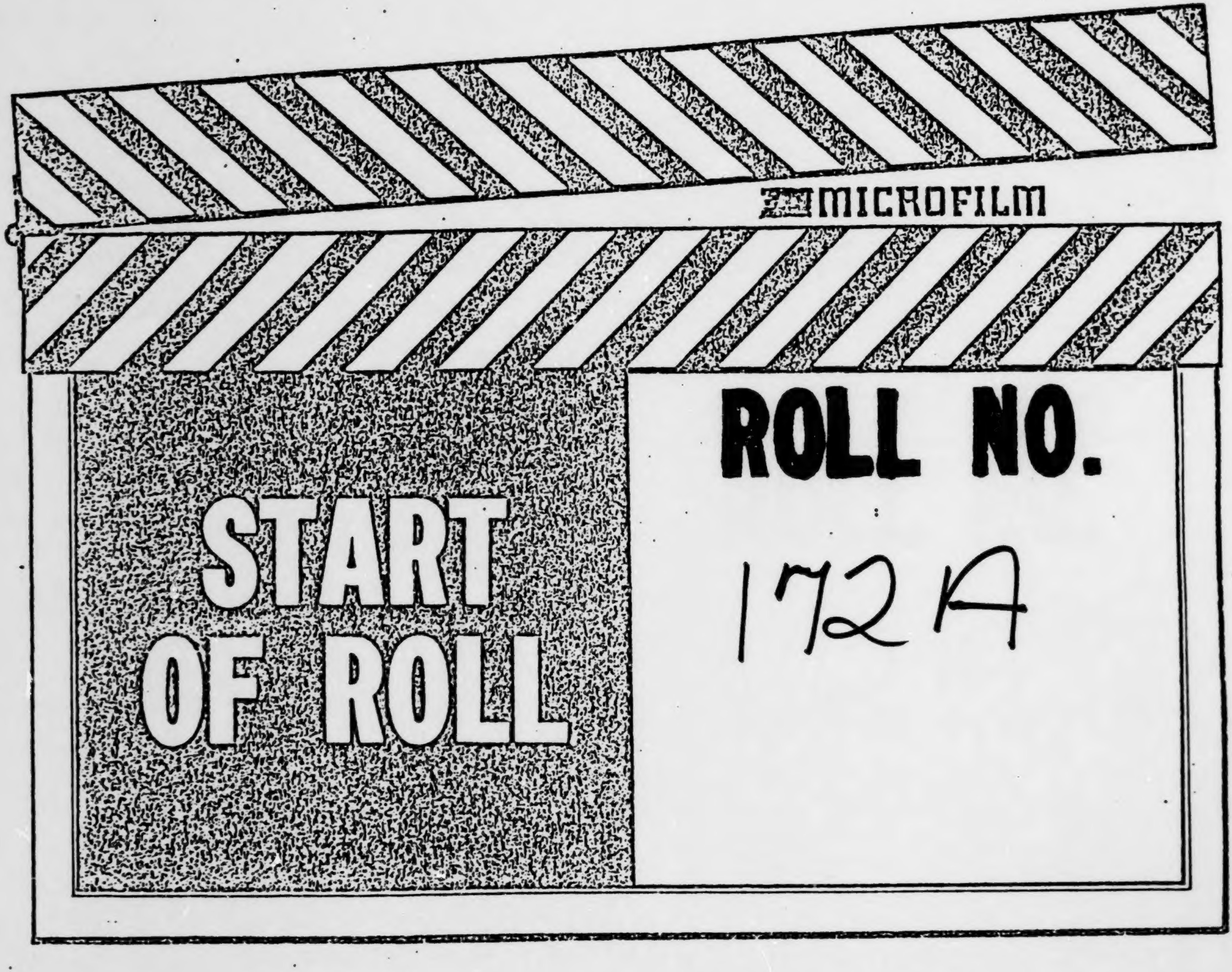


MICROFILM

START OF ROLL

ROLL NO.

172A

8054 S. Fk. Coos Riv.-(Landrith) 1974
Bridge E. of Eastside
(Structure) #2

[illegible] 5037 - 8/8/74
[illegible] 4599 - 11-15-72

South Coos River (Landrith) Bridge
FAS 255, Coos County

July 23, 1974

Estimated Cost of Project: $1,375,000

County's present Federal Funds	$ 551,584
Four-years' advance on Federal Funds (4 x 115,589)	462,356
Total Federal Funds-------------------------------	$1,013,940

$1,013,940 Federal Funds finances a $1,297,262 project. Matching funds would be as follows:

$1,013,940	Federal Funds
141,661	State participation
141,661	County participation
$1,297,262	Total Funds Available

The difference between $1,375,000 total estimated project cost
and 1,297,262
leaves $ 77,738 to be 100% County funds

So, County's share for the estimated $1,375,000 project, using a 4-years' advance, would be
$ 77,738
+ 141,661
$ 219,399 Total County Participation

Project Matching Funds for a $1,375,000 Project Would Be:

$1,013,940	Federal Funds
141,661	State Participation
219,399	County Participation
$1,375,000	Total Estimated Cost

HR:mm

Safety Yes

MEMO TO R. N. CHASE
Project Management Section

Date July 16, 1974

FAS 255, Coos COUNTY, S. Coos River (Landrith) Bridge SECTION

TERMINI: Approx. 5.2 miles east of the junction with FAS 262.

ADT 1974 - 500
1994 - [illegible]

DHV 1974 - 56
1994 - 98

PROPOSED WORK: Structure

PROJECT LENGTH: Approx. 1,000 feet

COSTS:

	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION:	$1,000,000	$780,000	$110,000	$110,000	

EXISTING FACILITIES: Steel thru truss 150' long with 20 treated timber approach spans 300' long on one end and 15 timber approach spans on the other end 250' long.

ADJACENT SECTIONS:
NORTH/~~EAST~~ END: 18' oil mat roadway with 1' gravel shoulders (FAS 255)
SOUTH/~~WEST~~ END: 18' gravel roadway (county road)

PROJECT DATA: Construct a reinforced concrete bridge approx. 1,000 feet long with a 34' roadway for two 11' travel lanes and 6' shoulders. Bridge is on new alignment. Engineering is to be done by a consulting engineering firm (Oregon Bridge Engineering Company).

RIGHT-OF-WAY: Minimum 80'
ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: Roadway will probably never be wider than structure because of terrain.
SYSTEM ACTION: Completed
UNUSUAL OR COMPLICATED SITUATIONS: ~~Offered-March-8,-1973---no-requests.~~
ROUTE DATA: This is a farm-to-market and a school bus route. Also an import log hauling route.
HEARING CERTIFICATION:
PUBLIC HEARING: Offered March 8, 1973 - no requests.
NEGATIVE DECLARATION: 1/21/74
PARK AND RECREATION AREA AFFECTED: No parks involved
RELOCATION ASSISTANCE: No one moved.
SOCIAL, ECONOMIC, & ENVIRONMENTAL EFFECTS CONSIDERED: Yes
LOCATION & DESIGN APPROVED: July 16, 1974
CLEARINGHOUSE APPROVED: 12/26/73

Harold Reynoldson
Rural Program Engineer
County & City Unit

(4/26/74)

☐ ENGR. ✓ ASST. [illegible] ■ UE
☑ UPE

July 12, 1974

Coos County Board of Commissioners
Courthouse
Coquille, Oregon 97423

Attention: Hon. Lonnie Van Elsberg
Chairman

RE: South Coos River (Landrith) Bridge
FAS 255, Coos County

Gentlemen:

Enclosed for your use and reference is the computation of Coos County's share of construction costs for subject project, based upon our $1,375,000 estimate.

If there is any question, please call.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

7-22-74. Called Paul Speck (DA for Coos Co) (396-3121-279) & he assured me that filing would be done today. Notified Swenson & Rulien.
Si

HR:mm
Encl.

bc: E. S. Hunter
L. W. Rulien
R. N. Chase
A. Shirley, Region 3
C. G. Swenson
W. J. Hart - info

7-17-74 Lonnie called & Coos County will write a letter stating they need 4 yrs advancement of FAS funds to constr. the Landrith Br. If the Co. DA hasn't filed by 7-22 this job will be delayed.
Si

ENGR. ✓
UPE

Landrith Bridge: FAS 255, Coos County July 12, 1974

Estimated cost of Project: $1,375,000.00
(Bids that exceed our estimate by up to 10% are generally accepted.)

County's available Federal funds	$551,584
Three-year advance on County Federal funds (3 X 115,589)	346,767
Federal Funds------	$898,351

The $898,351 Federal funds matched by County and State will total:

$898,351	78% Federal share
126,690	11% State share
126,690	11% County share
$1,151,732	Total available funds

This will leave $1,375,000
-1,151,732
$ 223,258 to be 100% County funds,

Making a total County advance of $126,690
+223,258
$349,948 total

Then, if bid runs over estimate by 10%, the advance deposit will be increased by $137,500 for a total advance deposit of:

$137,500
+349,948
$487,448 total

Now, if the County gets the five-year advance (5 X 115,589):	$577,945
+ County's available Federal funds	551,584
Federal Funds------	$1,129,529

This $1,129,529 Federal funds matched by County and State will total:

$1,129,529	78% Federal share
159,292	11% State share
159,292	11% County share
$1,448,113	Total available funds (equals $73,113 more than estimated cost of project)

Then, with the five-years' advance, County's advance deposit on the $1,375,000 estimated cost would be $151,250.

If the bid is 10% over the estimate, County's advance deposit would be 11% of $1,448,113 plus the amount the bid exceeds available funds:

$1,512,500	bid
-1,448,113	available funds
$ 64,387	amount bid exceeds available funds
159,292	11% of $1,448,113
$ 223,679	County's total advance deposit

----

more

Landrith Bridge: FAS 255, Coos County July 12, 1974

Recapitulation

County Advance Deposits Would Be:

For	Using 3-year Advance	Using 5-year Advance
Bid of $1,375,000	$349,948.00	$151,250.00
Bid 10% over $1,375,000	$487,448.00	$223,679.00

HR:mm

fas 255
Coos Co

LOCATION - DESIGN APPROVAL

7-12-74

COUNTY: COOS

SECTION: South Coos River (Landrith) Bridge

FAS NO.: 255

ROAD NAME: Coos River Road

PROJECT DESCRIPTION: Construct a reinforced concrete and steel bridge 1,000 feet long having a 34-foot roadway.

ESTIMATED COST: $1,400,000

HIGHWAY COMMISSION APPROVAL: August 8, 1972

HEARING: Hearing offered; no requests received.

STATE CLEARINGHOUSE REVIEW: December 26, 1973

SECTION 204 REVIEW: Coos-Curry COG, December 31, 1973

HEARING CERTIFICATION: July 10, 1974

ENVIRONMENTAL STATEMENT: Negative Declaration approved by FHWA

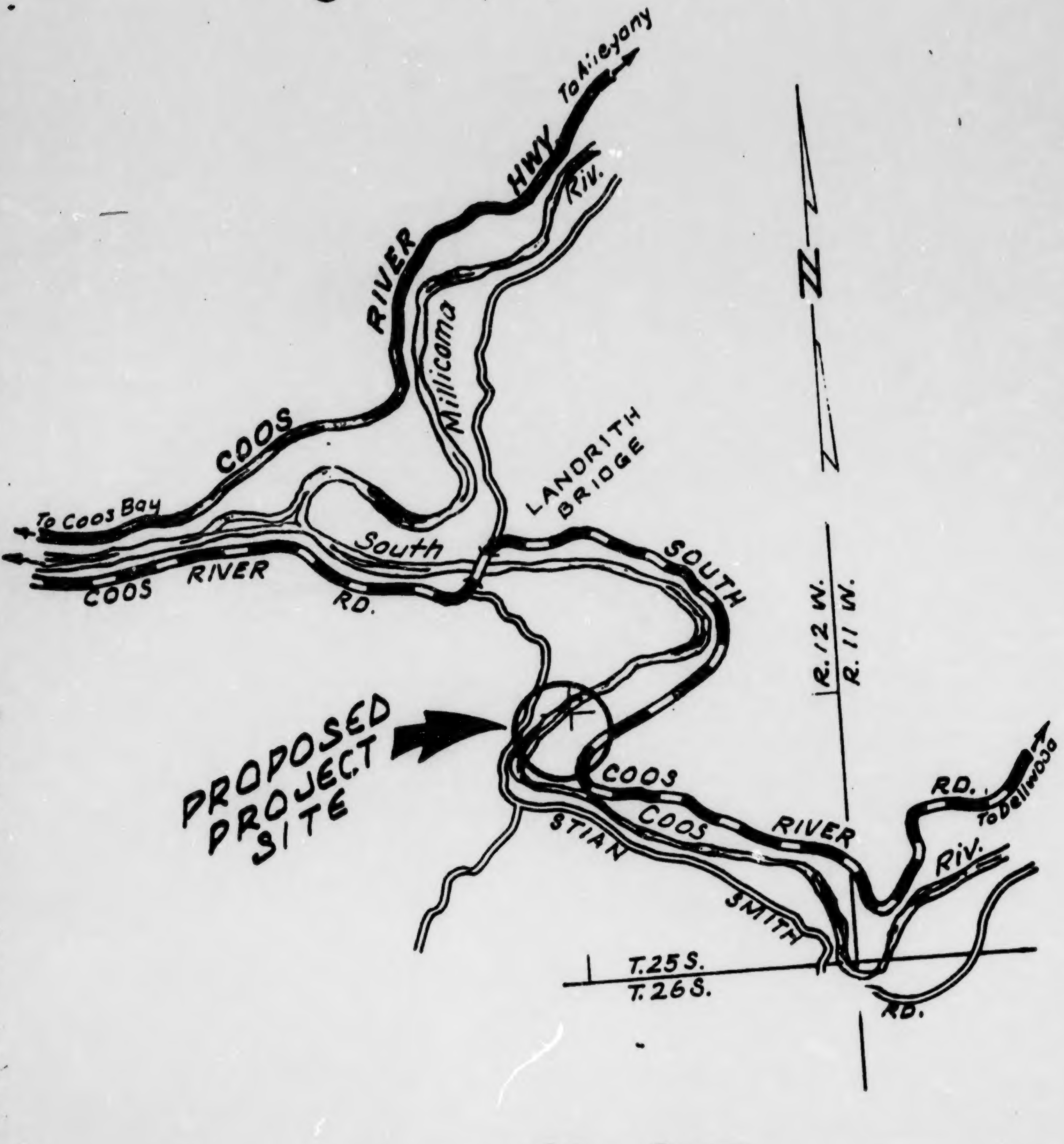
REMARKS:

APPROVED: July 12 1974

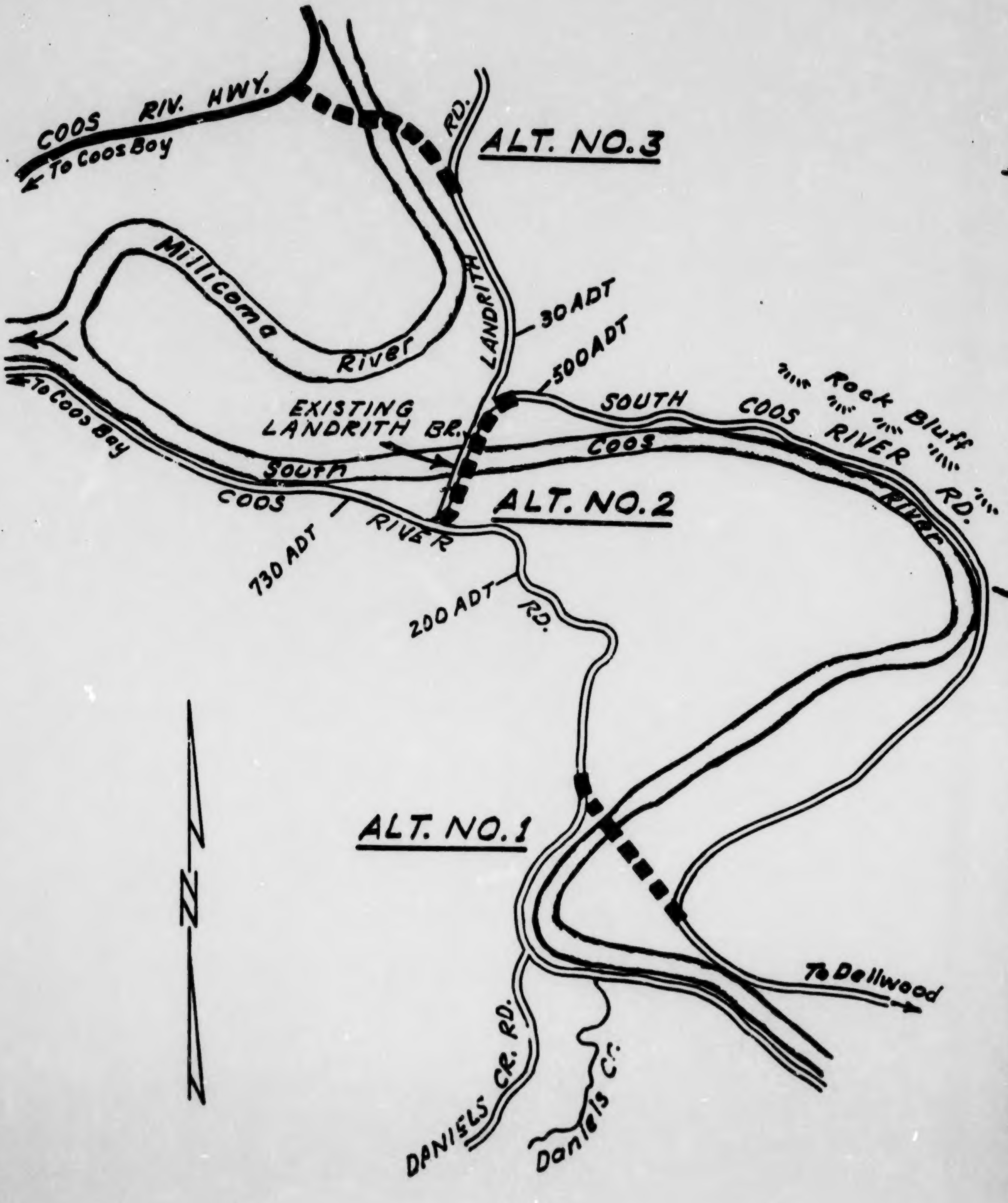
Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 1[illegible] 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ BE ☐ BPE ☐

✓



S. Coos Riv. (Landrith) Br. Sect.
S. COOS RIVER RD
Coos County


COOS RIV. HWY.
To Coos Bay
ALT. NO. 3
RD.
Millicoma River
LANDRITH
30 ADT
500 ADT
To Coos Bay
EXISTING LANDRITH BR.
SOUTH COOS RIVER RD.
Rock Bluff
South Coos River
COOS RIVER RD.
ALT. NO. 2
730 ADT
200 ADT
RD.
ALT. NO. 1
To Dellwood
N
DANIELS CR. RD.
Daniels Cr.

MEMO TO FILES

Re: S. Coos River (Landrith) Bridge Section
Coos River Road, FAS 255
Coos County

I certify in behalf of the Oregon State Highway Division that the opportunity to request a location-design hearing was afforded the public relative to the proposed project on the S. Coos River (Landrith) Bridge Section, FAS 255, in Coos County, and that no requests for a hearing were received.

I further certify that the Highway Division, with Coos County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By ____________________ Date 7/10/74
Asst. State Highway Engineer

RHP:ljt
7/10/74

FORM C-30 (REV. 10-69)

for 255
Coos Co

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 28, 1974

To:
John Oakes
Assist. R/W Engineer
State Hwy. Bldg.
S A L E M

SUBJECT:
File No: 48186-Rood
Landrith Bridge Section
Coos County

Attached is a letter from Mr. Paul J. Speck, Coos County Counsel. Mr. Speck is complaining about not having enough time (5 weeks) before the contract letting to file on the property. Authorization to appraise and negotiate on this project was not received until May 3, 1974. The review was made on 6-4-74 and the file assigned for negotiation on 6-5-74. The earliest contact that could be made with Mr. Rood was on 6-10-74 and the offer was rejected. The R/C was turned in on 6-11-74 and the R/C information forwarded to Coos County on 6-12-74. The file was processed about as fast as is normally possible under the circumstances with no more lead time than this project had. Mr. Speck has tentatively set August 26, 1974 as the contract letting date. Please have this date confirmed so that Coos County can be notified. ✓ ?

July 25
on schedule

Virgil Wilson
Right of Way Supervisor

Attachment
Co-Cty
VW:csk

L.W. Rulison

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1974
☐ ENGR. ☑ COOR. ☐ GE ☐ LE ☐ UE
☐ UPE ☐ BE ☒ RE ☒ RPE ☐

Acti[illegible] Han approval [illegible]
about July 15. [illegible]
[illegible]

County of Coos

Room 214
Coos County Courthouse
Coquille, Oregon 97423
Telephone: 396-3121
Ext. 219

County Counsel

June 26, 1974

RECEIVED
COUNTY & CITY SECTION
JUL 1 - 1974
☐ ENGR. ☐ CJJR. ☐ JE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
JUN 27 1974
ROSEBURG R/W

Virgil Wilson
Right-of-Way Supervisor
Oregon State Highway Division
Region 3
P.O. Box 1128
Roseburg, OREGON 97470

Re: File #48186 Landrith Bridge Section, South Coos River County Road Highway, Coos County

Dear Mr. Wilson:

After consulting with Jack L. Sollis, Assistant Attorney General, I have concluded that the July 20, 1974 bid letting would not be in conformance with federal regulations. Prior to the time that the bid may be let the county must certify to the State Highway Division that all rights-of-way easements and/or permits of entry have been acquired. This certification must be made no less than five weeks prior to the bid letting date.

In this particular case we received your letter notifying us that it would be necessary to condemn the Rood property on June 12, 1974. This letter did not arrive in my office until June 19, 1974. Even assuming I received this information on June 12 it would not be possible to have a bid letting until the first part of August.

I will tender the official offer of $5,000.00 to the Roods on June 26, 1974 by letter. Pursuant to statute a complaint may be filed twenty (20) days from that date. Coos County will therefore be able to certify in conformance with federal regulations the necessary rights-of-way and easements have been acquired by no sooner than July 18, 1974. Because federal law requires that the certification be made five weeks prior to the bid letting, the bid letting should probably occur no sooner than August 26, 1974.

I do not have the applicable federal regulations in my office and must depend upon information provided me by the Oregon State Highway Division and Jack L. Sollis of the Attorney General's Office.

If you have any comments or have any reason to believe that the bid letting could occur sooner than the date I have indicated please contact my office as soon as possible.

Sincerely yours,

Paul J Speck

PAUL J. SPECK
Coos County Counsel

PJS/bk
cc: Board of Commissioners
Coos County Roadmaster

[illegible] 255
Coos Co
Co. - City

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 25, 1974

Coos County
Courthouse
Coquille, Oregon 97423

File 48185
S. Coos River (Landrith)
Bridge Section
Coos County Road

Gentlemen:

On behalf of the County, we made application to the State Division of Lands for an easement to Coos County for building the Landrith Bridge over the South Fork of the Coos River.

Enclosed is their memorandum report they have issued pending formal acceptance by the Land Board. Mr. Johnson gave us this memorandum so that the plans for the contract could proceed.

We also call your attention to the item that they intend to recommend a consideration of $760 be charged for this 99-year easement.

Very truly yours,

Adele L. Egan
Right of Way Office Manager

AE:ls
Enc.

cc: Virgil Wilson
✓ H. Reynoldson

RECEIVED
COUNTY & CITY SECTION
JUN 26 1974
☑ ENGR. ☑ COOR. [illegible]
☑ UPE ☐ CE ☒ RE ☒ RPE

Coos Co. FAS 255

June 12, 1974

Mr. L. L. Bouy
Coos County Roadmaster
Courthouse
Coquille, Oregon 97423

Dear Mr. Bouy:

Our Right-of-Way Branch has informed us that the right-of-way costs for the Landrith Bridge, FAS 255, will amount to less than $30,000 depending, of course, on what kind of settlements can be made with the property owners. A more conservative estimate would be around $20,000, which would include our costs, plus actual right-of-way purchases.

Please make a deposit in the amount of $20,000 to cover anticipated right-of-way costs. An adjustment between this amount and actual costs will be made when final billing is available.

Very truly yours,

for H. S. Cox
County and City Engineer

RHP:ljt

bc: E. S. Hunter
L. W. Rulien
J. B. Boyd
Finance

$20,000 rec'd 7-9-74
Sc CC 1438 8-13-74 for transfer

✓ ✓ ✓ R A

fas 255
Coos Co

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE June 3, 1974

TO Memo To File

FROM K. A. Chatwood
Administrative Right of Way Agent

SUBJECT Landrith Bridge Section
South Coos River
Coos County

RECEIVED
COUNTY & CITY SECTION
JUN 4 - 1974
☑ ENGR. ☑ COOR. ☐ OE ☒ AE ■ UE
☑ OPE ☐ CE ☒ RE ☑ RPE ☐

This project is scheduled for contract on July 25, 1974.

I checked with Virgil Wilson today, he finds that the appraisals are being written on File 48186 and 48184. There is one other file with the State LandBoard being handled by Adele L. Egan (file 48185).

File 48186-Rude. Our appraiser, Mr. Doug Luth, advises that Mr. Rude informed him that he would not settle for less than $30,000. Mr. Luth has come in at $5,000 based on no interruption to the irrigation system during the irrigating season. I have told Virgil Wilson to go ahead and review the appraisals and assign a negotiator to negoitate these two files as soon as possible. I also told him that should negotiations fail on either file that he was to prepare a recommendation for condemnation and personally take it to the District Attorney in Coos County so that they can get the resolution and complaint filed in order to meet the contract limits already set.

By a copy of this letter I will ask Miss Egan to expedite the State landboard file.

All persons connected with this project are to give the matter special handling and attempt to meet the deadline of the contract July 25, 1974. ✓

KAC:CR
cc Adele L. Egan
Virgil Wilson
Si Cox ✓
Milner M. Mead
C. G. Swenson

RECEIVED
JUN 4 1974
PROJECT MANAGEMENT SECTION

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (oan)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 981[illegible] (oan)

[illegible] 255
Coos

3271
Serial 284
15 MAY 1974

Board of County Commissioners
Coos County
Coos County Court House
Coquille, Oregon 97423

Gentlemen:

Please find enclosed the original permit for the South Fork Coos River Bridge. It is requested that this office be informed prior to start of work and also that you furnish monthly progress reports. ✓ These reports may take the form of a copy of the permit drawings with work areas and completed work shown by color pencil.

Should you require any falsework to support the structure during construction or otherwise to restrict the channel, a separate permit is required. ✓ It can be issued from this Seattle District Office and normally will require not more than two weeks lead time.

A separate drawing is furnished to you herewith showing the required navigation lights. They shall be installed and operational as soon as the bridge beams span the river. Should you have any questions, please feel free to call Mr. J. E. Shields at any time. Phone: Area Code 206 - 624-2902, Extension 246.

Sincerely,

SIGNED

ROBERT A. DUIN
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Encl:
(1) Bridge Permit
(2) Navigation lights required

Copy to:
FHWA, Salem ✓
OSHD, Salem ✓

RECEIVED
COUNTY & CITY SECTION
MAY 1[illegible] 1974
☑ ENGR. ☑ COOR. ☑ GE ☐ AE ■ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

RECEIVED
MAY [illegible]
BRIDGE DIVISION

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD
400 SEVENTH STREET SW.
WASHINGTON, D.C. 20590
PHONE:

BRIDGE PERMIT
(43-74)

8 MAY 1974

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946," as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS under Section 502(b) of that act, the authority of which was transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and delegated by the Secretary to the Commandant, U.S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations, it is required that the location and plans for such bridges be approved by the Commandant before construction is commenced and in approving the location and plans of any such bridge, the Commandant may impose any specific conditions relating to the construction, maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS - COOS COUNTY - has submitted plans and a map of location of a bridge to be constructed across the South Fork of the Coos River near Coos Bay, Oregon;

NOW THEREFORE, This is to certify that the location and plans dated 22 January 1973 are hereby approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. The construction of falsework, pilings or other obstructions, if required, shall be accomplished in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken, but in no case later than ninety days after the bridge has been opened to traffic.

COPY

8 MAY 1974

BRIDGE PERMIT: Bridge across the South Fork of the Coos River near Coos Bay,
(43-74) Oregon

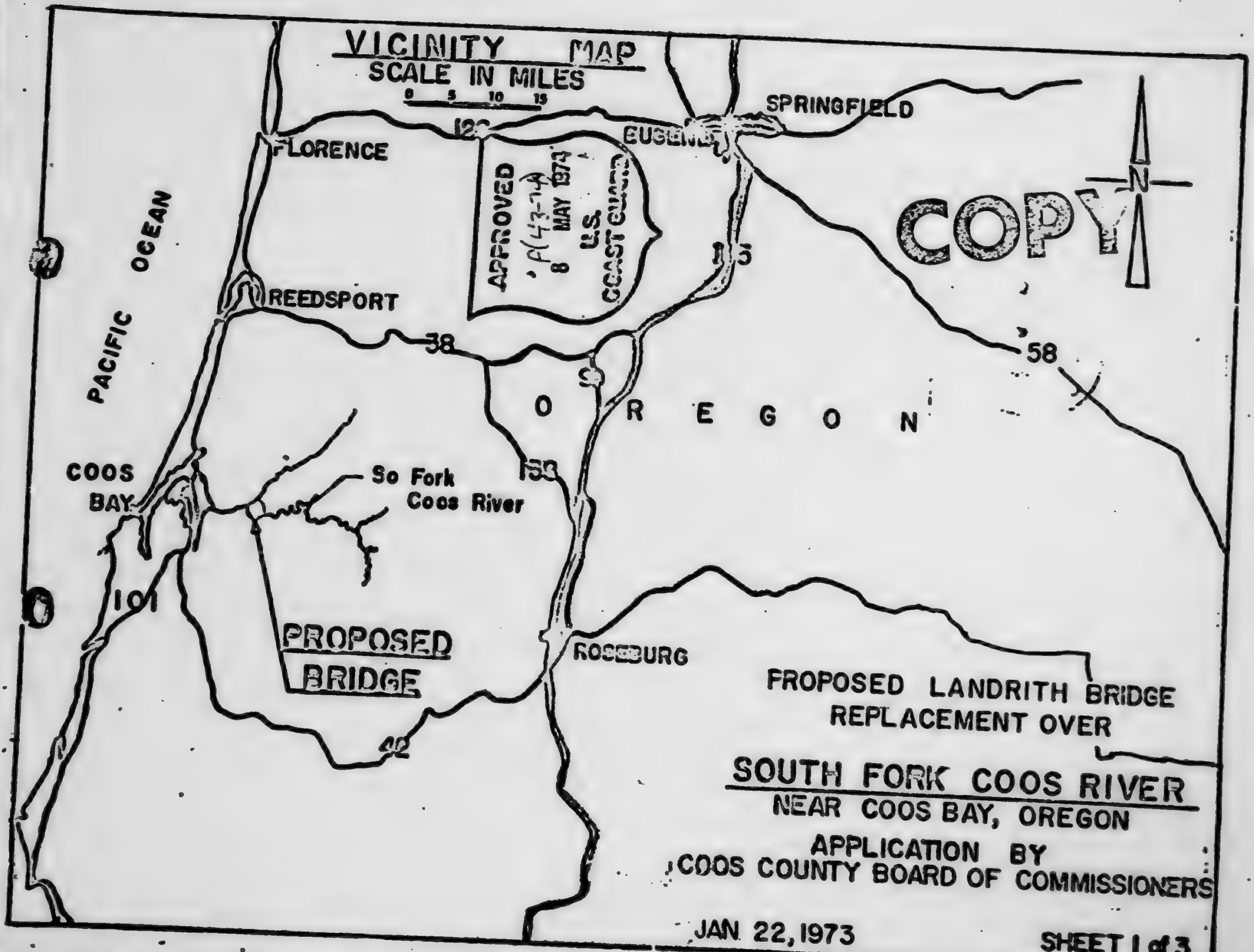
3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of any federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

4. All parts of the existing Landrith bridge, mile 0.5, shall be removed down to 1 foot below the natural bottom of the waterway and the waterway cleared to the satisfaction of the Commander, Thirteenth Coast Guard District. A period of 90 days subsequent to the opening to traffic of the new Landrith bridge, mile 2.2, will be allowed for such removal and clearance.

5. The approval hereby granted shall cease and be null and void unless construction of the bridge is commenced within 3 years and completed within 5 years after the date of this permit.

R. I. PRICE
Captain, U. S. Coast Guard
Acting Chief, Office of Marine
Environment and Systems

COPY



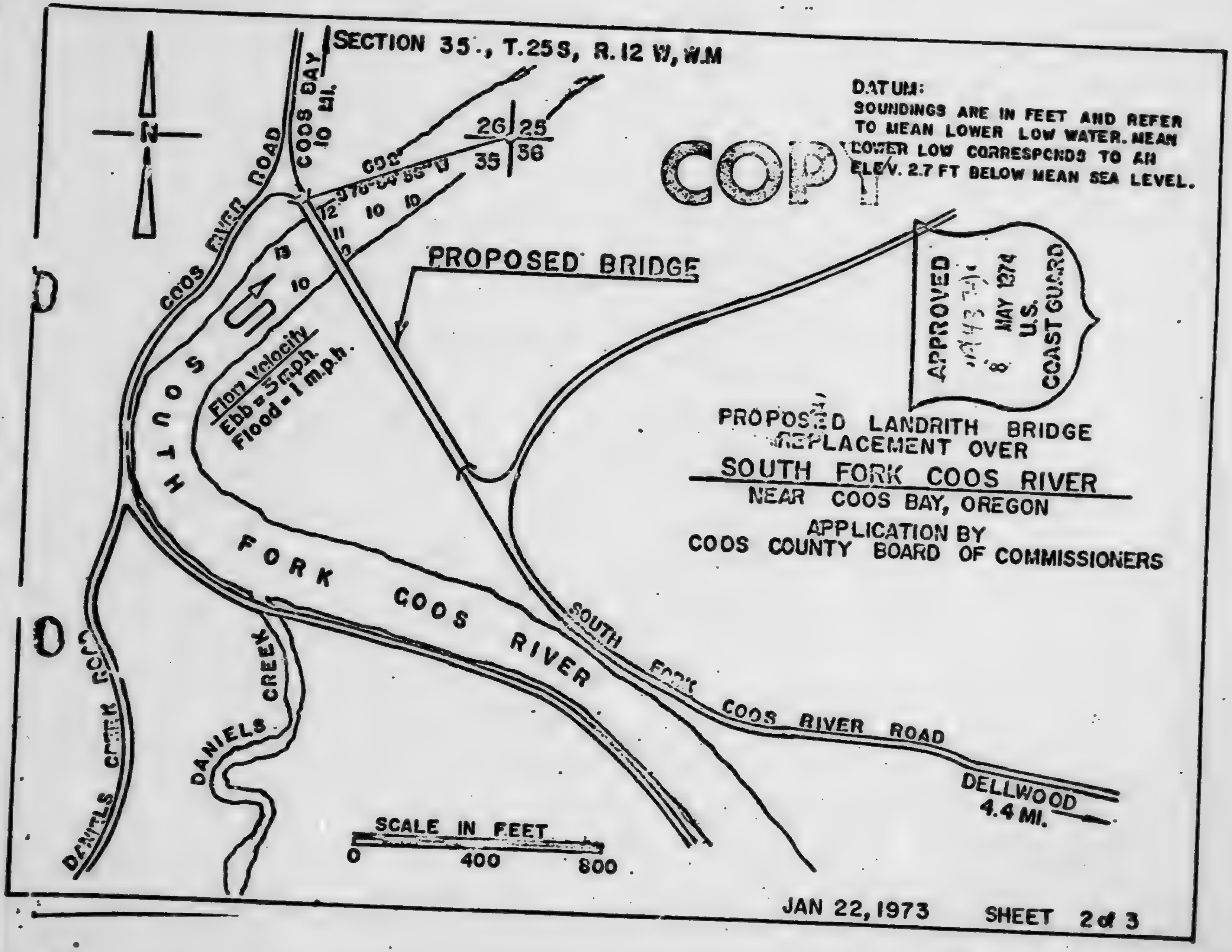
APPROVED
p(43-74)
8 MAY 1974
U.S. COAST GUARD

COPY

FROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS

JAN 22, 1973

SHEET 1 of 3



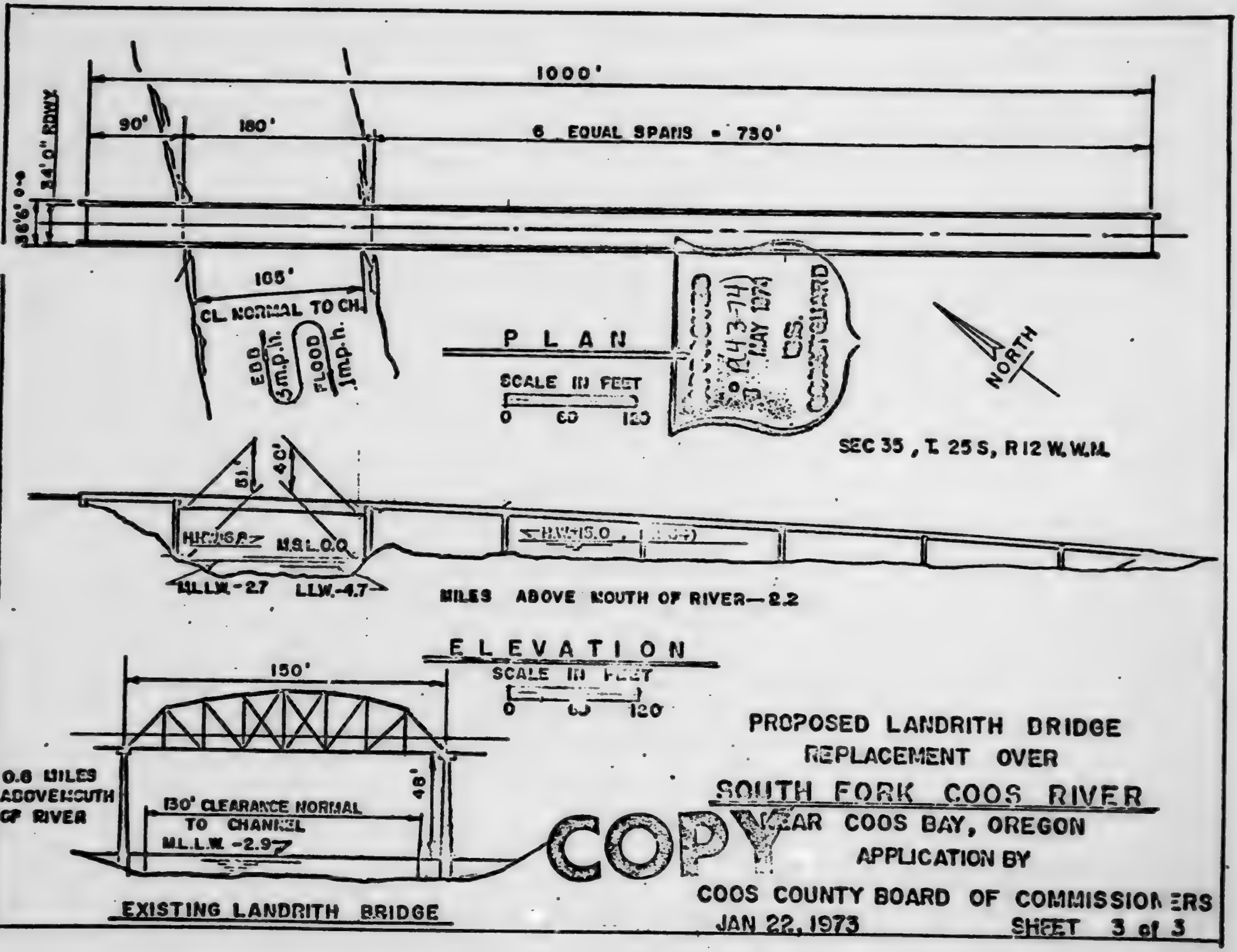
COPY

DATUM:
SOUNDINGS ARE IN FEET AND REFER TO MEAN LOWER LOW WATER. MEAN LOWER LOW CORRESPONDS TO AN ELEV. 2.7 FT BELOW MEAN SEA LEVEL.

APPROVED
8 MAY 1974
U.S.
COAST GUARD

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS

JAN 22, 1973 SHEET 2 of 3



APPROVED
P43-74
MAY 1974
U.S. COAST GUARD

SEC 35, T. 25 S, R 12 W.W.M.

COPY

PROPOSED LANDRITH BRIDGE
REPLACEMENT OVER
SOUTH FORK COOS RIVER
NEAR COOS BAY, OREGON
APPLICATION BY
COOS COUNTY BOARD OF COMMISSIONERS
JAN 22, 1973
SHEET 3 of 3

Coo - 255

NOTIFICATION FOR RIGHT-OF-WAY

PURCHASE OR REVIEW

Receipt of this notification is authority to start right-of-way negotiations or right-of-way review on the following described project:

Date May 8, 1974

Project Name South Coos River (Landrith Bridge) Section

County (FAS project) Coos City (FAU project) ____

FAS No. 255 FAU No. ____

R/W Acquisition for Co. x R/W Acquisition for City ____

R/W Review for Co. ____ R/W Review for City ____

Local County Representative L. L. Buoy, County Roadmaster

Local City Representative ____

OSHD Representative for FAS Program Harold Reynoldson

OSHD Representative for FAU Program ____

Notification to Region III R/W Office

Notification to Finance Branch, Attn: Richard Hacek

☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☒ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

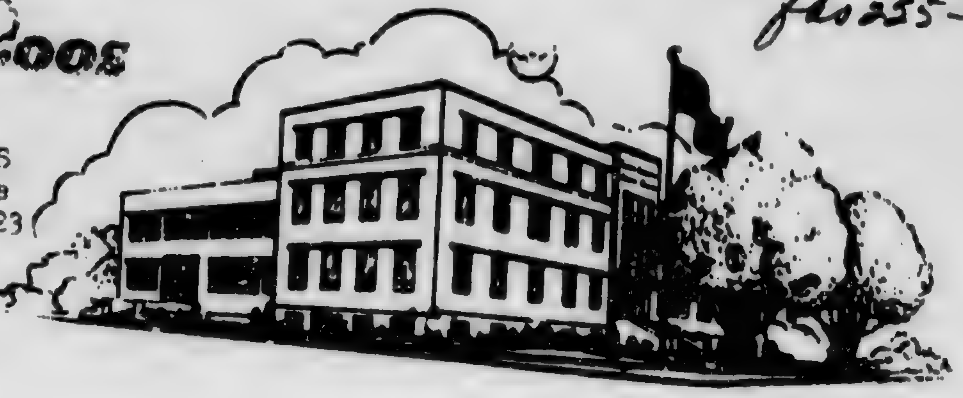
4/2/74

FAS 225-Coos

County of Coos

BOARD OF COMMISSIONERS
Coos County Courthouse
Coquille, Oregon 97423

Lonnie Van Elsberg
M.R. "Mickey" Moffitt
Woody Robison



May 6, 1974

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Si,

Please be advised that it is the desire of the Coos County Board of Commissioners to have the Oregon State Highway Division, Right of Way Section, acquire any necessary rights of way needed for the South Coos River (Landrith) Bridge Section of Coos River Road, FAS 225.

It is understood that the necessary rights of way will be acquired in the name of Coos County and that all costs incurred will be paid by Coos County. The costs shall include land and any other necessary expenses in the rights of way transactions and wages and expenses incurred by State Highway Division personnel in their acquisition.

This letter will also authorize the Oregon Department of Transportation to complete any necessary work necessary for the preparation of legal descriptions for the acquisition of rights of way.

Sincerely,

BOARD OF COMMISSIONERS

M.R. Mickey Moffitt
Chairman

Woodrow Robison
Commissioner

Lonnie Van Elsberg
Commissioner

RECEIVED
COUNTY & CITY SECTION
MAY 8 1974
☑ ENGR. ☑ COOR. ☐ SE ☐ AE ■ UE
☐ UPE ☐ CS ☒ RE ☒ RPE ☐

Copies To: R/W
Region III
Finance

pb

8055 Emigrant Hill-Meacham 1974
Old Oreg.Tr.E. of Pendleton
(Grade,paving & signing)

8055

June 8, 1977

U. S. Fidelity & Guaranty Co.
520 S.W. 6th Avenue
Portland, OR 97204

Gentlemen:

A post-final payment for $6,875 will be made to L. W. Vail Co., Inc. on Contract No. 8055 for work on the Emigrant Hill-Meacham Section of the Old Oregon Trail in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,415,180.13 including the post-final payment. Of the total, $6,303.05 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc L. W. Vail Co., Inc.
P. O. Box 847
Pasco, WA 99301

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8055 ② ① 88N

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 6, 1977

Mr. Arthur Parr
P. O. Box 1142
Stanfield, Oregon 97875

File 48318
Emigrant Hill-Meacham Sec.
Old Oregon Trail Highway
Umatilla County

Dear Mr. Parr

The Highway Division wishes to allow the 15 acre lease for a quarry, together with the haul road in the SE¼ of Section 6, Township 1 North, Range 35 East, W.M., Umatilla County, Oregon to expire July 1, 1977.

On behalf of the Highway Division, we thank you for your cooperation in leasing this property to the State.

Very truly yours

Adele L. Egan
Right of Way Office Manager

VDeG:nn
cc: Verne Allen
H. W. Oswald
W. E. Schwartz
Maintenance
Bureau of Indian Affairs - Lease #TL 5174
Floyd Scott
Velda DeGuire

Versteeg
Olson
Christensen
Scott
Swenson
Savage

RECEIVED
JUN 07 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

8055

April 27, 1977

U. S. Fidelity & Guaranty Co.
320 S.W. 6th Avenue
Portland, OR 97204

Gentlemen:

A post-final payment for $8,366.75 will be made to L. W. Vail Co., Inc. on Contract No. 8055 for work on the Emigrant Hill-Meacham Section of the Old Oregon Trail in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,402,000.08 including the post-final payment. Of the total $6,303.05 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: L. W. Vail Co., Inc.
P. O. Box 847
Pasco, WA 99301

bc: C. T. Keasey
Walt Hart - Bridge
W. E. Skoog (Attn: Dick Hacek)
W. E. Schwartz

8055

β

April 25, 1977

U.S. Fidelity & Guaranty Co.
320 S.W. 6th Avenue
Portland, OR 97204

Gentlemen:

On March 18, 1977, we wrote to you concerning release of final payment on Contract No. 8055 awarded to L. W. Vail Co. Inc. for work on the Emigrant Hill-Meacham Section of the Old Oregon Trail in Umatilla County.

Final payment on this contract is $104,463.51 and the total contract amount is $3,399,938.38 including $6,305.05 for work performed under force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

dda

cc L. W. Vail Co. Inc.
P. O. Box 847
Pasco, WA 99301

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

8055

β

April 25, 1977

U.S. Fidelity & Guaranty Co.
320 S.W. 6th Avenue
Portland, OR 97204

Gentlemen:

On March 18, 1977, we wrote to you concerning release of final payment on Contract No. 8055 awarded to L. W. Vail Co. Inc. for work on the Emigrant Hill-Meacham Section of the Old Oregon Trail in Umatilla County.

Final payment on this contract is $104,463.51 and the total contract amount is $3,399,938.38 including $6,305.05 for work performed under force account.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

dda

cc L. W. Vail Co. Inc.
P. O. Box 847
Pasco, WA 99301

bc C. T. Kassey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 16, 1977

FROM: RDChurch for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8055, Work Completed 11/4/76

Project Emigrant Hill-Meacham

Highway Old Oregon Trail

Count(y)(ies) Umatilla

Type of Work Grade, Pave & Signing

Contractor L. W. Vail Co., Inc.

Recommended Acceptance Date 3/16/77

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:ljt

cc: E. S. Hunter
~~[illegible]~~
R. W. Ellison
R. D. Church

RECEIVED
STATE HWY ENGR
MAR 17 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
Date 3-17-77

Letter sent to surety on 3-18-77.

8055

13

March 8, 1977

L. W. Vail Company, Inc.
P. O. Box 847
Pasco, Washington 99301

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8055 for work on Emigrant Hill-Meacham Section on the Old Oregon Trail Highway in Umatilla County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 73 days is granted because of overrun in general excavation, Price Agreement No. 2, median drains, Price Agreement No. 6, water line and the seasonal impact of the added work considering the comparatively short work season for the area.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey (enc.)
Robert Church "
W. E. Schwartz "

JAB:fr ja

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: March 1, 1977

In reply refer to: 1041A.5

SUBJECT: Oregon I-80N-6(59)226
Emigrant Hill-Meacham Sec.
Old Oregon Trail Hwy.
Time Extension - Contract No. 8055

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We concur in extending the contract time for the above project by 73 days as requested in Mr. Hunter's February 23, 1977, letter.

G. L. Green

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STATE HWY ENGR
MAR 7 '77
REFER TO
FOR
Info Inves R/D

cy Keasey
Quaale
Schn
3-8-77

Blap

ROBERT W. STRAUB

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

February 23, 1977

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Mr. Green:

Request for Time Extension
Emigrant Hill-Meacham
FAP No. I-80N-6(59)226
Contract No. 8055

L. W. Vail Company requests a complete time extension on five reasons, consisting of: a quantity overrun on general excavation; two added price agreements; an alleged slow availability of seeding and mulching materials; and refabrication of some breakaway sign posts. Some pertinent dates are:

Bids opened	August 15, 1974
Contract sent	September 3, 1974
Day count start	September 14, 1974 (325 calendar workdays allowed)
Work started	September 10, 1974
Excavation started	September 23, 1974
Work stopped for the winter	December 4, 1974
Work resumed	Late May, 1975
Paving start	September 2, 1975
Shutdown order	October 23, 1975 to June 30, 1976
4-inch snowfall	November 10, 1975 (no further activity during winter; paving 47% completed)
Project completed	November 4, 1976 (73 days' liquidated damages assessed at $300 per day)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

The contract time allowed was very close for a project of this nature and size in this location. The contract amount is $3,239,955. The major items are 86,700 yards of excavation, 65,100 tons aggregate shoulders, 141,400 tons A.C., 28,200 tons Class "E" A.C., 28,100 lin. ft. guardrail, 14,000 lin. ft. concrete barrier. There are a total of 159 bid items.

The time was set with a late second season completion objective. Grading could not be completed in the comparatively short time available in the fall of 1974. The project entered the winter with the grading 75 percent completed. This relates to one of the main reasons for considering time extension. There was an 18 percent overrun on this item. Based on average production, the Region can justify 22 days on this reason.

Price Agreement No. 2 in the amount of $10,850 added six median drains and cross pipes through the pavement for outlets. Price Agreement No. 6 is the largest change order, in the amount of $43,590 for the installation of an additional 26,285 feet of 3-inch PVC irrigation supply line in the median. This conflicted with the grading and median embankment and contributed to the comparatively late paving start in the fall of 1975 -- too late to complete the paving before another winter set in.

We can assign 5 days to the median drain work and an additional 26 days for the added water line work, making a total of 53 days on the above three reasons. (The other two reasons cited by the contractor are not believed to be valid.)

This would leave 20 days' liquidated damages to consider further and, at this point, we should recognize the seasonal impact of the added work on a very short contract time, considering the short work season for the area.

We ask your concurrence in a complete time extension of 73 days.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
W. E. Schwartz

JAB:fr ja

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8055 Contractor L. W. Vail Co., Inc.

Highway Old Oregon Trail

Section Emigrant Hill - Meacham

Kind of Work Grading, Paving and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 73 days extension of contract time because of overrun in general excavation, P.A. 2, median drains, P.A. 6, water line, and the seasonal impact of the added work on a very short contract time considering the short work season for the area.

Recommended for Approval:

Dale D Allen
Division Engineer

for
Construction Engineer or ~~Bridge Engineer~~

Deputy State Highway Engineer

Contract No. 8055
Project designation State
State-Federal
Date awarded August 20, 1974
Work started September 9, 1974
Per cent completed
Date
No. of Workdays Allowed 325 Calendar Days
No. of Workdays Used 400 Calendar Days
No. of Added Workdays Requested 86

State Printing [illegible]

[illegible] (Rev.)—[illegible]

OREGON STATE HIGHWAY COMMISSION

RECEIVED
DEC 1 6 1976
RESIDENT ENGINEER
RE ☐ — ARE ☐

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 9, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 325 days to 411 days, within which to complete our Contract No 8055, without the assessment of liquidated damages. The said contract is described as follows: Emigrant Hill to Meacham Section, Old Oregon Trail Highway, Grading, Paving, Signing.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See Attached letter.

Respectfully submitted,

L. W. Vail Co., Inc.
Contractor

By James W. Harmon Secy.

CONSENT OF SURETY

Date November 9, 1976

We, United States Fidelity and Guaranty Co

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

W June Cole
W. June Cole Attorney-in-fact

W Baker
Wayne Baker Resident Agent

(SEAL)

CERTIFIED COPY

GENERAL POWER OF ATTORNEY

No. 87263

Know all Men by these Presents:

That UNITED STATES FIDELITY AND GUARANTY COMPANY, a corporation organized and existing under the laws of the State of Maryland, and having its principal office at the City of Baltimore, in the State of Maryland, does hereby constitute and appoint

W. June Cole

of the City of Pasco State of Washington

[illegible] the States of Washington, Oregon, Montana and Idaho

for the following purposes, to wit:

To sign its name as surety to, and to execute, seal and acknowledge any and all bonds, and to respectively do and perform any and all acts and things set forth in the resolution of the Board of Directors of the said UNITED STATES FIDELITY AND GUARANTY COMPANY, a certified copy of which is hereto annexed and made a part of this Power of Attorney; and the said UNITED STATES FIDELITY AND GUARANTY COMPANY, through us, its Board of Directors, hereby ratifies and confirms all and whatsoever the said

W. June Cole

may lawfully do in the premises by virtue of these presents.

In Witness Whereof, the said UNITED STATES FIDELITY AND GUARANTY COMPANY has caused this instrument to be sealed with its corporate seal, duly attested by the signatures of its Vice-President and Assistant Secretary, this 8th day of October, A. D. 1976

UNITED STATES FIDELITY AND GUARANTY COMPANY.

(Signed) *By* Charles W. Boone
Vice-President.

(SEAL)

(Signed) John C. Vaeth, Jr.
Assistant Secretary.

STATE OF MARYLAND,
BALTIMORE CITY, } ss:

On this 8th day of October, A. D. 1976, before me personally came Charles W. Boone, Vice-President of the UNITED STATES FIDELITY AND GUARANTY COMPANY and John C. Vaeth, Jr., Assistant Secretary of said Company, with both of whom I am personally acquainted, who being by me severally duly sworn, said that they resided in the City of Baltimore, Maryland; that they, the said Charles W. Boone and John C. Vaeth, Jr. were respectively the Vice-President and the Assistant Secretary of the said UNITED STATES FIDELITY AND GUARANTY COMPANY, the corporation described in and which executed the foregoing Power of Attorney; that they each knew the seal of said corporation; that the seal affixed to said Power of Attorney was such corporate seal, that it was so fixed by order of the Board of Directors of said corporation, and that they signed their names thereto by like order as Vice-President and Assistant Secretary, respectively, of the Company.

My commission expires the first day in July, A. D. 19 78.

(SEAL) (Signed) Herbert J. Aull
Notary Public.

STATE OF MARYLAND
BALTIMORE CITY, } Set.

I, Robert H. Bouse, Clerk of the Superior Court of Baltimore City, which Court is a Court of Record, and has a seal, do hereby certify that Herbert J. Aull, Esquire, before whom the annexed affidavits were made, and who has thereto subscribed his name, was at the time of so doing a Notary Public of the State of Maryland, in and for the City of Baltimore, duly commissioned and sworn and authorized by law to administer oaths and take acknowledgments, or proof of deeds to be recorded therein. I further certify that I am acquainted with the handwriting of the said Notary, and verily believe the signature to be his genuine signature.

In Testimony Whereof, I hereto set my hand and affix the seal of the Superior Court of Baltimore City, the same being a Court of Record, this 8th day of October, A. D. 1976

(SEAL) (Signed) Robert H. Bouse
Clerk of the Superior Court of Baltimore City.

FS 3 (9-67)

COPY OF RESOLUTION

That Whereas, it is necessary for the effectual transaction of business that this Company appoint agents and attorneys with power and authority to act for it and in its name in States other than Maryland, and in the Territories of the United States and in the Provinces of the Dominion of Canada and in the Colony of Newfoundland.

Therefore, be it Resolved, that this Company do, and it hereby does, authorize and empower its President or either of its Vice-Presidents in conjunction with its Secretary or one of its Assistant Secretaries, under its corporate seal, to appoint any person or persons as attorney or attorneys-in-fact, or agent or agents of said Company, in its name and as its act, to execute and deliver any and all contracts guaranteeing the fidelity of persons holding positions of public or private trust, guaranteeing the performance of contracts other than insurance policies and executing or guaranteeing bonds and undertakings, required or permitted in all actions or proceedings, or by law allowed, and

Also, in its name and as its attorney or attorneys-in-fact, or agent or agents to execute and guarantee the conditions of any and all bonds, recognizances, obligations, stipulations, undertakings or anything in the nature of either of the same, which are or may by law, municipal or otherwise, or by any Statute of the United States or of any State or Territory of the United States or of the Provinces of the Dominion of Canada or of the Colony of Newfoundland, or by the rules, regulations, orders, customs, practice or discretion of any board, body, organization, office or officer, local, municipal or otherwise, be allowed, required or permitted to be executed, made, taken, given, tendered, accepted, filed or recorded for the security or protection of, by or for any person or persons, corporation, body, office, interest, municipality or other association or organization whatsoever, in any and all capacities whatsoever, conditioned for the doing or not doing of anything or any conditions which may be provided for in any such bond, recognizance, obligation, stipulation, or undertaking, or anything in the nature of either of the same.

I, W. J. D. Somerville, Jr. , an Assistant Secretary of the UNITED STATES FIDELITY AND GUARANTY COMPANY, do hereby certify that the foregoing is a full, true and correct copy of the original power of attorney given by said Company to

W. June Cole

of Pasco, Washington , authorizing and empowering her to sign bonds as therein set forth, which power of attorney has never been revoked and is still in full force and effect.

And I do further certify that said Power of Attorney was given in pursuance of a resolution adopted at a regular meeting of the Board of Directors of said Company, duly called and held at the office of the Company in the City of Baltimore, on the 11th day of July, 1910, at which meeting a quorum of the Board of Directors was present, and that the foregoing is a true and correct copy of said resolution, and the whole thereof as recorded in the minutes of said meeting.

In Testimony Whereof, I have hereunto set my hand and the seal of the UNITED STATES FIDELITY AND GUARANTY COMPANY on 11-9-76
(Date)

W J D Somerville jr

Assistant Secretary.

L. W. VAIL CO., INC.

L. W. VAIL, TREASURER
LEE ALEXANDER, PRESIDENT

ASPHALT PAVING - - - ROOFING
GENERAL HIGHWAY CONSTRUCTION

P. O. BOX 847

OFFICE ON NORTH FOURTH STREET
PASCO, WASHINGTON 99301

PHONE:
547-9511

December 15, 1976

Oregon State Highway Division
P.O. Box 459
Pendleton, Oregon 97801
Attn: W.C. Ferguson, Res. Engr.

Re: Contract #8055

Gentlemen:

We wish to request time extensions on this project for the reasons expressed in the following paragraphs. The correct forms are attached. Please accept this letter as explanation for the days requested.

1. The general excavation was increased (P.A. #4) 15,600 C.Y. Additional time required to perform this work was 22 days.
2. Additional work was performed under P.A. #2. A time of 10 days were required. A part of this work was done in conjunction with the rest of the project. However, a delay in other operations was experienced and an actual time loss of 5 days was estimated by our Superintendent.
3. With reference to P.A. #6 approximately 8 days delay was experienced due to time spent awaiting specifications and decisions. An additional 18 days was required to perform the work for a total of 26 days.
4. Our seeding and mulching subcontractor was scheduled on the project September 15, 1976. Due to the availability of mulch they did not show until September 24. They were only able to work sporadically due to the late and inconsistant deliveries of the mulch. This portion of the project was completed on October 21, 1976. A total time of 36 days was consumed. All the project, with the exception of seeding and signing had been completed. State Highway forces had striped the road and the remaining work created no hindrance on delay to the travelling public.

   A total of 5 days would have been adequate had the mulch been available. A letter from the mulch supplier explaining the nationwide shortage is attached. In as much as this condition was beyond our control, we request time in the amount of the

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DEC 16 1976
RESIDENT ENGINEER
[illegible]

difference between 5 days and 36 days, or 31 days.

5. Due to a change in the sign standards and a misunderstanding between the supplier and the State Highway Department, the standards were furnished at the wrong length. The delay in reworking the material caused delays in the installation and consequently were finally done on penalty time. This installation required 2 days. In as much as this was a situation beyond our control and did not interfere with traffic or the travelling public, we request this additional 2 days also.

The total calendar day count of this request, therefore, is 86. We hope you will keep in mind that at no time, during the life of this project, did we deliberately delay this project. In fact, many days were spent on this project when the wet, sloppy conditions caused us to operate at a loss. This situation was due to the unseasonable weather conditions for that area, and in no way is intended to reflect the ability of the State Forces, or our own. We feel that all parties performed admirably under the conditions that existed.

Yours truly,

L.W. VAIL CO., INC.

James W Harmon

James W. Harmon
Secretary

JWH:dw

RECEIVED
DEC 16 1976
RESIDENT ENGINEER
RE ☐ — ARE ☐

Spra-Mulch Industries
8712 Willows Road
Redmond, WA
September 28, 1976

Mr. Leonard Allen
Allen Landscaping
2049 S. E. 157th
Portland, Oregon 97233

Subject: Your request on the availability of Hydroseeding Mulch

Gentlemen:

When we met in May of this year we were unaware of any shortages for this calendar year. A shortage of hydroseeding mulch has developed over the entire United States. From every indication this shortage will continue for the remainder of this calendar year.

We will make every effort to supply your requirements as soon as possible.

Very truly yours,

SPRA-MULCH INDUSTRIES

Bertram A. Apman
Co-Owner

BAA:dma

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 4, 1977

FILE: CON 5
#8055

OK

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Emigrant Hill-Meacham
Contract No. 8055
Request for Time Extension

L. W. Vail Company requests a complete time extension on five reasons consisting of a quantity overrun on general excavation, two added price agreements, an alleged slow availability of seeding and mulching materials and refabrication of some breakaway sign posts. Some pertinent dates are:

Bids opened	8-15-74
Contract sent	9- 3
Day count start	9-14 (325 calendar workdays allowed)
Work started	9-10
Excavation started	9-23
Work stopped for the winter	12- 4
Work resumed	Late May, 1975
Paving start	9- 2-75
Shutdown order	10-23-75 to 6-30-76
4" snowfall	11-10-75 (No further activity during winter; paving 47% completed)
Project complete	11- 4-76 (73 days liquidated damages assessed at $300 per day)

The contract time allowed was very close for a project of this nature and size in this location. The contract amount is $3,239,955. The major items are 86,700 yards of excavation, 65,100 tons aggregate shoulders, 141,400 tons A.C., 28,200 tons Class "E" A.C., 28,100 lin. ft. guardrail, 14,000 lin. ft. concrete barrier. There are a total of 159 bid items.

The time was set with a late second season completion objective. Grading could not be completed in the comparatively short time available in the fall of 1974. The project entered the winter with the grading 75 per cent completed. This relates to one of the main reasons for considering time extension. There was an 18 per cent overrun on this item. Based on average production, the Region can justify 22 days on this reason. Price Agreement No. 2 in the amount of $10,850 added six median drains and cross pipes through the pavement for outlets. Price Agreement No. 6 is the largest change order in the amount of $43,590 for the installation of an additional 26,285 ft. of 3" PVC irrigation supply line in the median. As explained by the Region, this conflicted with the grading and median embankment and contributed to the comparatively late paving start in the fall of 1975, too late to complete the paving before another winter set in.

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STATE HWY ENGR
FEB 10 '77
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FOR

The Region assigns 5 days to the median drain work and an additional 26 days for this added water line work, making a total of 53 days on the above three reasons. (The other two reasons cited by the contractor are not believed to be valid.)

This would leave 20 days liquidated damages to consider further and at this point, I believe we should recognize the seasonal impact of these reasons from the perspective of a very short contract time considering the short work season for the area. I have carefully reviewed the Weekly Reports and project records and find no reason to fault the contractor's efforts. Fortunately, our last report shows the engineering underrun by 17 per cent. We, therefore, concur with the Region recommendation for a complete time extension of 73 days, but due to the seasonal impact factor involved, I believe we should submit it to FHWA for concurrence. A rough draft letter for that purpose and to the contractor are attached.

JAB:fr

Att.

cc: Robert Church

8055

Form FHWA 121 (Rev. 5-73)

1

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: February 28, 1977

In reply refer to: 1041A.5

SUBJECT: Oregon Project I-80N-6(59)226
Emigrant Hill-Meacham Section
Old Oregon Trail Highway

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
Attn: Construction Section

Samples of the asphaltic concrete on this project were obtained shortly after excessive rutting was noted on the section. These samples were sent to our Washington laboratories for analysis and comments. Attached is a copy of their memorandum and report.

G. L. Green

Attachment

cc:
Beecroft, G.

NOTED
E. S. HUNTER

cc Library

Vandeberg
3-2-77

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STATE HWY ENGR
MAR 1 '77
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

DATE: JAN 31 1977

In reply refer to: HRS-22

SUBJECT: Rutting - Tender Asphalt Concrete
Oregon Project I-80N-6(59)226
Emigrant Hill - Meacham Section
Old Oregon Trail Highway

FROM: Director
Office of Research

TO: Mr. Louis E. Lybecker
-00-10PR Regional Federal Highway Administrator
Portland, Oregon

This refers to Division Administrator G. L. Green's memorandum of August 25, 1976, requesting assistance in determining the reasons for rutting and tenderness on the subject asphalt concrete pavement. Samples of the distressed pavement and of the original asphalt cement were received on October 12, 1976.

The attached materials testing report presents the details, and a discussion and summary, of the tests conducted by our Materials Division.

The primary causative factor for the rutting-tenderness is indicated to be an over-asphalted mixture lacking sufficient stability to resist plastic deformation. As a result of this, and the relatively low temperatures associated with the dryer-drum process and the reported cold weather conditions, adequate compaction was not or could not be achieved during construction and little, if any, further densification took place under subsequent traffic.

Evidence of contamination with a solvent such as diesel is not indicated nor is it obvious that any questionable hardening qualities are reflected by the physical properties of the asphalt cement. However, it is noted that Boscan asphalt is a "high viscosity" asphalt - relatively viscous at high temperatures and relatively soft at ambient temperatures. Unless there is evidence to the contrary, the typically low dryer-drum process temperatures may not be high enough for this particular asphalt.

Original signed by
Richard E. Hay

Charles F. Scheffey

Attachment

Laboratory Evaluation
of
Rutting - Tender Asphalt Concrete
Oregon Project I-80N-6 (59) 226
Emigrant Hill - Meacham Section
Old Oregon Trail Highway

H. J. Lentz
Highway Engineering Technician
Materials Division
Office of Research
January 27, 1977

Background

This report concerns a laboratory evaluation of samples of distressed pavement and original asphalt cement used in preparing the asphalt-aggregate mixture in an effort to determine the reasons for rutting and tenderness problems associated with the subject project. This report also includes a review made of the original Oregon State Highway Division (SHD) mix design test data.

The following information was developed from an August 25, 1976, FHWA Oregon Division memorandum to the Materials Division and from subsequent telephone conversations with Oregon Division personnel:

(1) The contractor was to overlay 11 miles of a 4-lane highway using Oregon SHD Class B asphaltic concrete mix for both the leveling and base courses. Placement of these mixtures began on September 2, 1975, and continued on until October 23, 1975 when construction was stopped due to unfavorably cold weather conditions. A Boeing dryer-drum process was used.

(2) During this construction time, both the leveling and base courses were placed on the two eastbound lanes and adjacent shoulder area. Only the leveling course was placed on the two westbound lanes.

(3) During the early part of 1976, rutting was noticed in the outside eastbound lane with the pavement appearing very dense and almost ready to bleed in the wheel tracks. The first warm weather occurred in the middle of July and rutting had progressed rapidly - up to 1 3/4 inches as measured by the Oregon SHD. This was the worst rutting and it occurred for 1/2 mile in the vicinity of Station 730. Rut depths up to 3/4 inches were measured in the rest of the eastbound lanes.

-more-

(4) Small "cut-out" samples were taken from the outside eastbound lane where the worst rutting occurred and 4-inch diameter core samples were taken from the adjacent shoulder. No rutting was reported for the shoulder. Rut depths up to 3/8 inches were also measured on the westbound lanes; however, no samples were reported to have been taken.

(5) The original asphalt cement was AR-40 grade meeting specifications of AASHTO M 226, Table 3, based on residue from Rolling Thin Film Oven Test (equivalent to AC-20, Tables 1 and 2 or 120 - 150 penetration grade of AASHTO M 20). It was further indicated that the Douglas Oil Co. of California supplied this asphalt which was produced by the Chevron Asphalt Co. from Boscan (Venezuelan) crude.

(6) The Oregon SHD believed that there may have been incomplete combustion of the burner fuel (diesel) in the dryer-drum process but could not find any evidence of such contamination in either the asphalt or the mixtures.

The small "cut-out" samples of the outside eastbound lane (worst rutting), the 4-inch diameter core samples of the adjacent shoulder (no rutting reported) and 2 1-quart samples of the original asphalt cement were received by the Materials Division on October 12, 1976. Tests performed on the pavement samples included moisture content, bulk and maximum specific gravity tests, extraction tests and tests on the asphalt and aggregate recovered from extraction tests. The asphalt cements were tested for compliance with applicable AASHTO specifications. Detailed test results are presented in the attached Tables I, II and III. Photographs of the pavement samples tested are shown in Figure 1. Also attached as Exhibit A is the Oregon SHD original mix design test data together with a comparison of air voids data in Table IV.

Discussion of Test Results

The data shown in Tables I, II and III indicate that:

(1) The original asphalt cement used in the asphalt-aggregate mixture meets applicable requirements for AR-40 grade material. Evidence of contamination with a solvent such as diesel is not indicated nor is it obvious that any of the physical properties obtained on the asphalt reflect questionable hardening qualities. The test data is considered typical for Boscan 120 - 150 penetration asphalt.

(2) Relatively high moisture contents were obtained on the pavement samples, with values of 0.81 percent for the shoulder samples and 0.97 and 0.98 percent for the two eastbound lane samples. In considering that moisture contents ranging from 1 to 3 percent have been reported in the dryer-drum process, the reported values are not considered unusual.

(3) Relatively high air void contents were obtained on the shoulder samples (12.3 percent) and on the two eastbound lane samples (8.3 and 8.8 percent). Further, it is worthwhile to point out that air void contents would be even higher if the pavement sample densities are compared with the maximum specific gravities (Real Gravities at 0% Voids) reported by the Oregon SHD in Exhibit A. Such air void contents were calculated to be 16.8 percent for the shoulder samples and 12.6 and 13.1 for the eastbound lane samples. In considering that these mixtures were designed for an air void content of about 2.7 percent at 7.0 percent asphalt (see Exhibit A), the obtained values indicate that adequate field compaction was not or could not be obtained during construction and that little, if any, further densification has taken place under subsequent traffic.

(4) In comparing the pavement sample densities with the laboratory densities (at first compaction) reported in Exhibit A, the percent relative compaction for the shoulder samples is 86.2 - below the 90 percent minimum required for shoulders in Oregon Class "B" specifications. The eastbound lane samples are 88.9 and 88.4 percent and below the 92 percent required for this type mixture.

(5) Gradations run on aggregate recovered from extraction tests meet Oregon SHD Class "B" specifications except that the maximum limit of 7.0 percent for fine material passing the No. 200 sieve is exceeded by the eastbound lane samples (7.2 and 7.3 percent). The shoulder samples showed 6.6 percent. Further, it is noted that all of these values are well above the 5.0 percent target value shown in Exhibit A. Degradation of the aggregate during and subsequent to construction could, of course, partially account for this excess of fines.

(6) Extraction test results indicated asphalt contents for the eastbound lane samples to be 7.39 and 7.38 percent, by weight of total mixture. These values exceed the maximum limit of 7.0 percent in Oregon SHD Class "B" specifications. The asphalt content for the shoulder samples was 6.69 percent.

(7) The properties of the recovered asphalts show the usual hardening of the asphalt occur[illegible] o evidence that solvent-contamination had rendered [illegible] asphalt soft. The shoulder samples (highest air voids) indicat[illegible] more hardening (49 penetration) than the eastbound lane samples (67 and 58 penetration). In the absence of other pertinent information such as the true mixing and compaction temperatures, properties of the asphalt just after mixing and just after field compaction, it is impossible to accurately explain the asphalt hardening differences noted for the pavement samples or the overall degree of hardening. For example, at the lower dryer-drum temperatures, higher penetrations (less hardening) would not be surprising.

-more-

(8) The aggregate recovered from extraction tests was identified as about 95 percent Basalt and Vesicular Basalt and 5 percent Andesite. Specific gravity and absorption data indicate that the aggregate is absorptive (2.37 percent) with bulk dry and apparent specific gravity values of 2.731 and 2.919 respectively. It is possible, however, that the solvent (trichloroethylene) used in the extraction process may have had an effect on these values.

In reviewing the Oregon SHD mix design data in Exhibit A and making comparisons with data contained in Table I through III, it may be noted that:

(1) The maximum specific gravity values (Real Gravity at 0% Voids) reported in Exhibit A are considerably higher than those obtained on the pavement samples. Further, an independent check of maximum specific gravity was made by preparing a laboratory mixture using extracted aggregate and the submitted 120-150 penetration asphalt with the resulting mixture equaling the recommended mix proportions set forth in Exhibit A. For this laboratory-prepared mixture, at 7.0 percent asphalt by weight of total mixture, the maximum specific gravity was 2.469 with an effective specific gravity of the aggregate of 2.759. This check by the AASHTO T-209 procedure compares quite favorably with the average effective specific gravity of the aggregate (2.782) for the pavement samples. It may be noted that these effective specific gravity values fall within the bulk dry and apparent specific gravities reported for the extracted aggregate in Table III. They are however, considerably lower than the value of about 2.95 which, by computation, as shown in Table IV, is the basis for the Oregon SHD Real Gravity data.

(2) As shown in Table IV, the use of the lower maximum specific gravity values would reflect insufficient voids to resist flushing and suggests that the optimum asphalt content for this aggregate/aggregate combination would be considerably less than 7.0 percent.

(3) A sharp drop in stability is also noted in Exhibit A for the mix design between 7.0 and 7.5 percent asphalt. At first compaction, the stability drops from 33 to 17 respectively. At second compaction, the stability drops from 25 to 7 respectively. At these levels of asphalt then, the mixture approaches dangerously low stability values. In considering that eastbound lane samples contained about 7.4 percent asphalt, together with a compactive effort considerably less than that achieved by the Oregon SHD laboratory, the stability in the field would be even lower and probably not sufficient to avoid plastic deformation.

(4) It is worthwhile to note that a minimum stability of 35 (30 for low volume roads) and a minimum of 4 percent air voids is recommended in the 1972 AASHTO Interim Guide for Bituminous Mixtures.

Summary

The mechanisms promoting the tenderness and rutting reported on the subject highway can not be simply and and explicitly stated. Many causative factors are indicated.

There is evidence that the primary factor may have been an over-asphalted mixture lacking sufficient stability to resist plastic deformation.

Also in evidence is that adequate compaction was not or could not be achieved during construction and little, if any, further densification took place under subsequent traffic. Critical to this problem is temperature - the relatively low temperatures normally associated with the dryer-drum process and the reported cold weather conditions which forced a shutdown of the construction operation.

Another consideration which can not be neglected is whether the asphalt cement used on this project, despite its compliance with existing AR-grading specifications, may have contributed to the overall problem. Boscan is a "high viscosity" asphalt - relatively viscous at high temperature (379 and 385 cSt, original viscosity at 275°F) and relatively soft at ambient temperature (131 original penetration at 77 °F). Although the TFOT viscosity at 140 °F is well within the specification range for AR-40 grade materials, the TFOT viscosities at 275 °F (639 and 692 cSt) far exceed the minimum requirement of 275 cSt - actually exceeding the minimum requirement of 550 cSt for the highest viscosity grade of asphalt listed in AR-Grading specifications, grade AR-160. (This extremely high-viscosity AR-160 grade is not normally recommended for use in highway paving). Also, the TFOT penetrations at 77 °F of 67 and 72 are higher than the minimum required for even the lowest viscosity grade of asphalt listed in AR-Grading specifications. This suggests the possibility that Boscan 120-150 penetration asphalt was either not available or not in normal usage in the Pacific Coast area at the time that AR-Grading specifications were formulated. Unless there is evidence to the contrary, it would appear that the normally low temperatures associated with the dryer-drum process may not be high enough for this particular asphalt to achieve adequate mixing and compacting characteristics.

TABLE I

[illegible]			
Description:	AR-4000 Sample a/		
Source of Sample:	Douglas Oil Co of California		
Sampled At:	Plant	Plant	
Sample No:	7A	4A	
Date Sampled:	9/19/75	9/9/75	
FHWA Sample No:	D-5721	D-5722	Oregon SHD Specs b/
Date Sample Received:	10/12/76	10/12/76	
Penetration at 77F	131	131	-
Flash Point, COC, F	450	480	440 min.
Viscosity at 140F, poises	1316	1277	[illegible]
Viscosity at 275F, cSt	385	379	-
Thin-Film Oven Test:			
Loss, percent	1.06	0.84	-
Penetration at 77F	67	72	25 min.
Percent original penetration	51.1	55.0	45 min.
Viscosity at 140F, poises	4618	3964	3000/5000
Viscosity at 275F, cSt	692	639	275 min.

Notes: a/ The producer was indicated to be the Chevron Asphalt Company and the crude source was indicated to be Boscan (Venezuelan).

b/ Same as AASHTO M-226-73, Table 3.

TABLE I

TEST DATA ON PAVEMENT SAMPLES AS RECEIVED

		Traffic Lane		
Description:	Shoulder Cores	"Bottom" Portions	"Top" Portions	
Date Pavement Placed:	9/23/75	9/2 thru 10/23/75		
Date Pavement Sampled:	8/18/76	8/18/76	8/18/76	
FHWA Sample No:	D-5723	D-5724	D-5725	Oregon SHD Class "D" Specs
Date Sample Received:	10/12/76	10/12/76	10/12/76	
Moisture, percent	0.81	0.97	0.93	-
Bulk Specific Gravity	2.182 a/	2.266 b/	2.254 c/	-
Maximum Specific Gravity d/	2.487	2.470	2.472	-
Eff Agg Specific Gravity d/	2.773	2.785	2.783	-
Air Voids, percent	12.3	8.3	8.8	-
Relative Compaction, percent e/	86.2	88.9	88.4	92 min f/

Notes: a/ Average value for four 4-inch diameter cores. Individual values ranged from 2.136 to 2.216.

b/ Average value for three portions weighing between 450 and 700 gms. Balance of sample was distorted. Individual values ranged from 2.229 to 2.290.

c/ Average value for five portions weighing between 75 and 250 gms. Balance of sample was distorted. Individual values ranged from 2.192 to 2.[illegible].

d/ AASHTO T-209-74, bowl determination.

e/ On basis of bulk specific gravity values at 1st Compaction for laboratory-compacted specimens shown in Oregon SHD mix design data. (See Exhibit A).

f/ 90 percent minimum is required for shoulders.

TABLE XI.

[illegible] a/

[illegible] Sample No:	Sho[illegible] Ca[illegible]	[illegible] Lane [illegible]	[illegible] Lane [illegible]	Oregon [illegible] Class "[illegible]" Specs
	[illegible]	[illegible]-5724	[illegible]-5725	
Asphalt, percent by wt of mix	6.09	7.39	7.38	4.5/7.0
Properties of recovered asphalt: b/				
Penetration at 77F	49	57	50	-
Viscosity at 140F, poises	27[illegible]9	4797	70[illegible]	-
Viscosity at 275F, cSt	100[illegible]	721	[illegible]	-
Flash Point, COC, F	-	480	-	-
Gradation of extracted aggregate: c/				
Passing 1"	100	100	100	100
Retained 3/4"	0.0	0.7	2.8	0/5
Retained 1/4"	37.0	33.[illegible]	33.1	28/45
Retained No. 10	30.1	3[illegible].2	30.2	17/35
Retained No. 40	18.1	1[illegible]	18.4	11/20
Retained No. 200	8.2	8.7	8.2	5/17
Passing No. 200	6.6	7.2	7.3	3/7
% Ret No. 10/% Pass 1/4"	47.8	47.5	47.1	42.5/57.5

Specific Gravity Data of extracted aggregate: d/

Bulk Dry 2.731 Bulk SSD 2.796 Apparent 2.919 % Absorption 2.37

Identification of extracted aggregate:

95% Basalt and Vesicular Basalt and 5% Andesite

Notes: a/ AASHTO T-164-74, Method A.
b/ AASHTO T-170-73.
c/ AASHTO T-27-74, washed analysis.
d/ AASHTO T-84-74 and T-85-74.

COMPARISON OF AIR [illegible] DATA

Asphalt Content, %	5.5	[illegible]	[illegible]	[illegible]	[illegible]
(On basis of Oregon S[illegible] Ideal Gravity at 0% Air Voids) a/					
Voids at 1st Compaction	7.1	5.7	4.2	2.7	1.2
Voids at 2nd Compaction	5.2	3.8	2.3	0.8	0.0
(On basis of FHWA Maximum Specific Gravity Tests, AASHTO T-209) b/					
Voids at 1st Compaction	2.5	1.0	0.0	0.0	0.0
Voids at 2nd Compaction	0.6	0.0	0.0	0.0	0.0

Notes: a/ Assuming a specific gravity of 1.03 for asphalt, these Ideal Gravity values reflect the use of an aggregate specific gravity of about 2.95.

b/ These maximum specific gravity values are based on an effective specific gravity of the aggregate of 2.732 and an assumed asphalt specific gravity of 1.03.

OREGON STATE HIGHWAY DIVISION
Materials Section

PRELIMINARY BITUMINOUS MIXTURE DESIGN

Laboratory No. [illegible]
Data Sheet No. [illegible]
Prefix 620-1337
Amount Charge [illegible]
Date Received 7/15/75
Date Reported 8/13/75
Mix Type Class "B" F/C

Project: Emigrant Hill - Meacham
Contractor: Prime L.W. Vail, Inc. Contract No. 3055
Paving " " " "
Engineer: Region W. E. Schwartz Resident W. L. Ferguson
Aggregate: Source #30-63-5 Indian Quarry Type Quarry
Asphalt: Brand Douglas Grade AR4000

MIX DESIGN PROPORTIONS:

Agg. Size % Comb.	Field 3/4-0	Grading Design		Comb. Agg. Dry Sieve[1]	Comb. Agg. Washed by Vacuum	Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
1	100	100		100	100		100	100	
3/4	98.4	98.0		98.0	98.0	Class	98.0	98.0	
1/2	86.0	87.0		87.0	87.0	"E" Mix	87.0	87.0	
3/8		78.0		78.0	78.0	Specified	78.0	78.0	
1/4	64.6	65.0		65.0	65.0		65.0	65.0	
4		51.8		51.8	51.8		51.8	51.8	
10	31.1	30.0		30.0	30.0		30.0	30.0	
40	9.2	12.0		12.0	12.7		12.0	12.0	
200	2.2	4.0		4.0	4.3		5.0	5.0	
P200			T-30	(P200)	5.0				
No. Ave.	6.7								
Asphalt Content Including 0.6 % Retention							7.0	7.0	

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix Type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction		2.59	2.59	
Mix Design % Voids @ 100% Compaction		0.8	0.8	

MIX DESIGN TEST DATA: Temperature of Mixture → @ compaction 260°F. recommended 215°F.

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Douglas AR4000	5.5	6.0	6.5	7.0	7.5
Asphalt Film Thickness	Dry-Suff	Dry-Suff	Suff.	Suff-Thi	Thick
Stability Value @ 1st Compaction	31	32	33	33	17
Cohesion Value @ 1st Compaction	423	434	597	560	494
Bulk Sp. Gravity @ 1st Compaction	2.28	2.50	2.52	2.54	2.56
Percent Voids @ 1st Compaction	7.1	5.7	4.3	2.7	1.4
Stability Value @ 2nd Compaction	40	37	39	25	7
Bulk Sp. Gravity @ 2nd Compaction	2.33	2.55	2.57	2.57	2.59
Percent Voids @ 2nd Compaction	5.2	3.8	2.5	0.8	0.0
Real Gravity @ 0% Voids Rice Method	2.67	2.65	2.63	2.61	2.59

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Douglas AR4000	5.5	6.5	7.5
Index of Ret. Str. (%)	78	83	86

[1] Test Gradation calculated from aggregate production averages.
[2] Design Gradation provides full job mix tolerance within broad band grading limits (section 403.11).

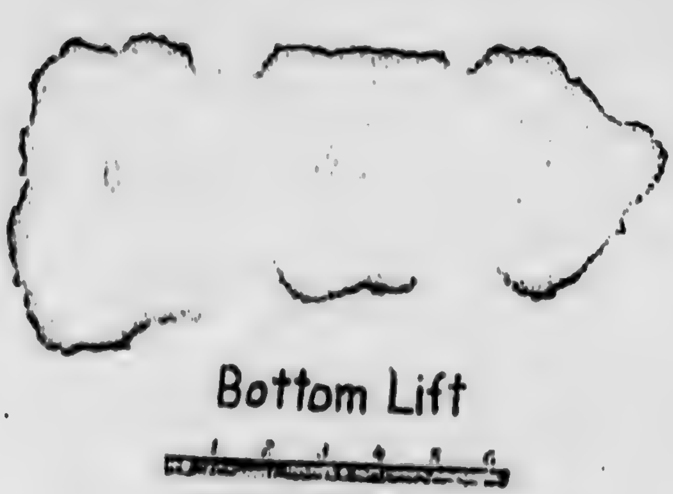
WHA
Construction
Maintenance
Regional Engineer
Regional Maint. Eng.
Resident Engineer
Soils & Geology
Regional Geologist
Files

Ferguson
V. Moore

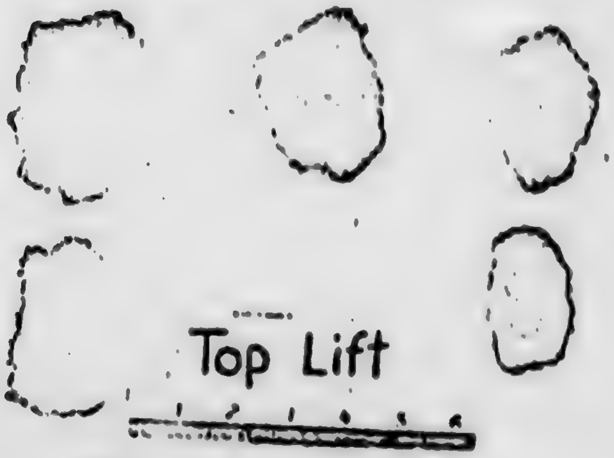
L. W. Vail, Inc.

John C. [illegible]
Engineer of Materials and Research

Shoulder Cores B-5723



Outside Eastbound Lane
"Bottom Portion"
B-5724



Outside Eastbound Lane
"Top" Portion
B-5725

FIGURE 1: POLAROID PHOTOGRAPHS OF PAVEMENT SAMPLES TESTED

FORM E-1 (REV 10-66)

No. 92

OREGON STATE HIGHWAY DEPARTMENT

[illegible] ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Emigrant Hill - Meacham

WEEK ENDING: 11 December 1976

SECTION PREFIX: 630-1027

NAME OF JOB: Emigrant Hill - Meacham

HIGHWAY: Old Oregon Trail

COUNTY: Umatilla

CONTRACTOR: L. W. Vail Company, Inc.

KIND OF WORK: Grading, Paving, and Signing

CONTRACT NUMBER: 8055

FEDERAL AID PROJECT NUMBER: I-80N-6(59)226

DATE OF CONTRACT: August 20 1974

DATE WORK STARTED: 10 September 1974

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 325

CALENDAR DAYS USED: 400

PROJECT AUTHORIZATION: $3,825,062.55

SPECIFIED COMPLETION DATE: 3 November 1975

PERCENT OF TIME ELAPSED: 123.1%

EXCLUSIVE OF ENGINEERING: $3,553,085.10

ENGINEERING AUTHORIZATION: $272,004.45

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $3,515744.69

ENGINEERING COST TO DATE: $225,676.80

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

ESTIMATED PERCENT ~~XXXXX~~ UNDERRUN: 1.0%

PERCENT OF AUTHORIZATION: 83.0%

DATE PROJECT WAS COMPLETED: 4 November 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	100%		

	Grading	Agg. Shldrs.	Paving	Cl. "E" AC	Concrete Barrier
MILES IN PROJECT					
MILES SUBSTANTIALLY COMPLETED	11.03 Mi.	11.03 MI.	11.03 Mi.	11.03 Mi.	2.65 Mi.
MILES COMPLETED	0	0	0	0	0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	11.03 Mi.	11.03 Mi.	11.03 Mi.	11.03 Mi.	2.55 Mi.
TOTAL QUANTITIES CORRECTED TO DATE	86,700 CY	120,000 Ton	141,400 Ton	28,200 Ton	14,000 LF
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	102,292 CY	121,593 Ton	142,829 Ton	27,648 Ton	14,001 LF
AVERAGE DAILY QUANTITIES	102,292 CY	121,593 Ton	142,829 Ton	27,648 Ton	14,001 LF
DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-	-	-	-
NO. OF SHIFTS PER DAY	-	-	-	-	-
HOURS PER SHIFT	-	-	-	-	-
	-	-	-	-	-

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO	[illegible]				Signing		Water Line	
PERCENT	100%				100%		100%	

December	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
5	Overcast & Cold	0		
MONDAY 6	Overcast & Cold	0		
TUESDAY 7	Overcast & Cold	0		
8	Overcast & Cold	0		RECEIVED
9	Overcast & Cold	0		
10	Overcast & Cold	0		
11		0		BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY.	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Simi-final work in progress.
Final Weekly Report

ineering this week: $1,753.43 SIGNED ___________ Resident Engineer LOCATION Pendleton

[illegible]

1c - -.

STATE COPY

• TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER
11-110
PROJECT REPORT NUMBER
MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

11 2 76

m Approved: O M B No. 04-R2069
State
Oregon
County
Umatilla
Project Number
I-80N-6(59)226

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 12, 19 74, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,722,460	$ 4,000,007
Federal funds	$ 3,434,713	$ 3,690,950
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities and additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4th day of November, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ____________________

Deputy State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 27, 1976

Federal Aid Project
No. I-80N-6(59)226
Safety

Emigrant Hill-Meacham Section

Old Oregon Trail Hwy. In Umatilla County

Revised Project Agreement Estimate.

Type Code 6201
Pavement Overlay (Sta. 1002+00 thru Equa. 1002+81.43 = 979+67.86 thru Equa. 1135+50.08 = 404+05.55 to Sta. 830+00)

Total same as previous estimate of September 3, 1974	$2,509,007.00

Type Code Y106
Roadway (Safety)(Sta. 1002+00 thru Equa. 1002+81.43 = 979+67.86 thru Equa. 1135+50.08 = 404+05.55 to Sta. 830+00)

Subtotal on previous estimate of September 3, 1974	$1,103,139.60

Previous Estimate

General Excavation	86,700 cu.yd.	2.10	182,070.00
Guardrail, Type 3	200 lin.ft.	22.12	4,424.00
3-inch PVC Water Line	4,000 lin.ft.	2.40	9,600.00
			$ 196,094.00

Revised Estimate

General Excavation	120,000 cu.yd.	2.10	252,000.00
Guardrail, Type 3	3,540 lin.ft.	22.12	78,304.80
3-inch PVC Water Line	8,000 lin.ft.	2.40	19,200.00
PA 6 3-inch PVC Irrigation Delivery Main	27,750 lin.ft.	1.40	38,850.00
PA 6 Air Release Valve Assembly	3 only	380.00	1,140.00
PA 6 Drain Valve Assembly	3 only	1,200.00	3,600.00
SFO 1 Work by Pacific N.W. Bell	Lump Sum		3,593.00
SFO 1 Supplement Work by Pacific N.W. Bell	All Required		1,300.00
SFO 4 Drill,Test and Develop Well	" "		22,050.00
SFO Test Wells in Vicinity of Quarry Site	" "		5,000.00
			$ 425,037.80
	Increase		228,943.80
	Subtotal		$1,332,083.40
	Engineering		158,916.60
	TOTAL		$1,491,000.00

Emigrant Hill-Meacham Section

Old Oregon Trail Hwy. in Umatilla County

Length of Roadway - - - - - - - - - - 11.034 miles

Cost of Roadway per mile- - - - - - - $227,388.71 Overlay
- - - - - - - - $135,127.78 Safety

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Overlay)	$2,509,007.00	$2,315,060.00	$193,947.00
Roadway (Safety)	1,491,000.00	1,375,890.00	115,110.00
TOTAL	$4,000,007.00	$3,690,950.00	$309,057.00

Group 1 - 100%
Contract No. - 8055
Prefix - 630-1027
Pro Rata 92.28%

5

STATE COPY

MONTHLY TRANSACTION NO. 9-28	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 9-15-74	Form Approved; O.M.B. No. 04-R2009 Oregon
PROJECT REPORT NO. 3		COUNTY Umatilla
		PROJECT NO. I-80N-6(59)226 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, 15.8 mi. S.E. of E. Pendleton Int., S.E. 11 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		▨
RIGHTS-OF-WAY		
CONSTRUCTION		▨
OTHER *(Specify)*	7-24-74	11.034

FUNDS

Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,722,460	$ 3,434,713

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By E S [illegible]
Assistant State Highway Engineer
(Title)
By ____________________
____
(Title)
By ____________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Engineer)
for G. L. Green
Date executed by Division Engineer SEP 12 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Federal-aid Project
No. I-80N-6(59)226 Safety

Oregon State Highway Division

EMIGRANT HILL-MEACHAM SECTION

OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

Salem, Oregon, September 3, 1974

Project Agreement Estimate.

Type Code 6201
Pavement Overlay (Sta. 1002+00 thru Eq. Sta. 1002+81.43 Bk = Sta. 979+67.86 Ah thru Eq. Sta. 1135+50.08 Bk = Sta. 404+05.55 Ah to Sta. 830+00)

Aggregate Base	520 ton	2.80	$ 1,456.00
Aggregate Shoulders	65,100 ton	2.80	182,280.00
Hauling and Placing Aggregate Shoulders	55,100 ton	2.25	123,975.00
Asphalt Concrete Mixture	141,400 ton	5.35	756,490.00
Class "E" Asphalt Concrete Mixture	28,200 ton	6.35	179,070.00
Asphalt in Mixture	11,200 ton	80.00	896,000.00
Portland Cement Additive in Class "E" Mixture	290 ton	65.00	18,850.00
Asphalt in Tack Coat	133 ton	115.00	15,295.00
			$2,173,416.00

Anticipated Items

Permanent Striping	All Required		$ 6,000.00
Granular Material (Royalty)	290,000 ton	0.075	21,750.00
Stage Construction Striping	All Required		2,000.00
1" - 0 Rock from Stockpile	55,000 ton	1.37	75,350.00
On-the-Job Trainees (3 @ $800.00)	All Required		2,400.00
			$ 107,500.00
	Subtotal		$2,280,916.00
	Engineering		228,091.00
	Total		$2,509,007.00

Type Code Y106
Roadway (Safety Work)(Sta. 1002+00 thru Eq. Sta. 1002+81.43 Bk = Sta. 979+67.86 Ah thru Eq. Sta. 1135÷50.08 Bk = 404+05.55 Ah to Sta. 830+00)

Furnishing Field Laboratory	1 only		$ 1,000.00
Mobilization	All Required		120,000.00
Temporary Protection and Direction of Traffic	All Required		18,500.00
Temporary Signs	2,220 sq.ft.	5.00	11,100.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	210 lin.ft.	4.00	840.00

Federal-aid Project
No. I-80N-6(59)226 Safety

Oregon State Highway Division

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Temporary Signs	2,220 sq.ft.	5.00	11,100.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	210 lin.ft.	4.00	840.00

Oversized Advance Construction Signs	2	only	3,000.00	6,000.00
Flagmen	2,920	hour	12.00	35,040.00
Clearing and Grubbing	All	Required		10,000.00
Removal of Structures and Obstructions	All	Required		42,000.00
Ditch Excavation	110	cu.yd.	10.00	1,100.00
General Excavation	86,700	cu.yd.	2.10	182,070.00
Trench Excavation	900	cu.yd.	15.00	13,500.00
Finishing Roadbed and Slopes	All	Required		8,500.00
Watering	3,260	M-gal.	4.00	13,040.00
Concrete in Walls	19	cu.yd.	155.00	2,945.00
Reinforcement in Walls	4,840	lb.	0.40	1,936.00
15-inch Culvert Pipe	580	lin.ft.	10.00	5,800.00
18-inch Culvert Pipe	510	lin.ft.	10.00	5,100.00
24-inch Culvert Pipe	102	lin.ft.	12.00	1,224.00
36-inch Culvert Pipe	54	lin.ft.	22.00	1,188.00
Extra for Pipe Under Pavement	100	lin.ft.	4.00	400.00
Concrete Inlets, Type G-2MA	33	only	550.00	18,150.00
Concrete Inlets, Type "ME"	12	only	650.00	7,800.00
Concrete Inlets, Type "MO"	4	only	650.00	2,600.00
6-inch Drain Pipe	3,400	lin.ft.	4.50	15,300.00
Special Filter Material in Drains	540	cu.yd.	15.00	8,100.00
Guard Rail, Type 2A	28,100	lin.ft.	6.56	184,336.00
Guard Rail, Type 3	200	lin.ft.	22.12	4,424.00
Guard Rail Anchors, Type 1	12	only	450.00	5,400.00
Guard Rail Anchors, Type 2	30	only	260.00	7,800.00
Extra for Guard Rail Bridge Connections	8	only	260.00	2,080.00
Rail End Pieces, Type A	30	only	10.00	300.00
Rail End Pieces, Type C	12	only	125.00	1,500.00
Concrete Barrier	14,000	lin.ft.	13.95	195,300.00
Paved Culvert End Slopes	1,252	sq.ft.	7.50	9,390.00
Grouted Riprap	4	cu.yd.	150.00	600.00
Guide Posts	580	only	8.00	4,640.00
Adjusting Inlets	1	only	150.00	150.00
Roadside Seeding and Mulching	52	acre	475.00	24,700.00
Removal of Existing Sign Installations	All	Required		1,500.00
Painted Wood Sign Posts	All	Required		5,645.00
Sign Support Footings	All	Required		3,500.00
Breakaway Sign Posts	All	Required		11,700.00
Type "A" Signs in Place	334	sq.ft.	9.90	3,306.60
Type "C" and "D" Signs in Place	92	sq.ft.	7.50	690.00
Type "E" and "G" Signs in Place	58	sq.ft.	7.50	435.00
Move and Reinstall Existing Signs	All	Required		750.00
2-1/2-inch PVC Water Line	23,100	lin.ft.	2.20	50,820.00

3-inch PVC Water Line	4,000 lin.ft.	2.40	9,600.00
Air Release Installation	3 only	380.00	1,140.00
Drain Valve Assembly	3 only	1,200.00	3,600.00
			$1,066,539.60

Anticipated Items

On-the-Job Trainees (2 @ $800.00)	All Required	$ 1,600.00
Temporary Erosion Control	All Required	5,000.00
Stripping Guard Rail Paint	All Required	5,000.00
Scaling Rock Cuts	All Required	25,000.00
		$ 36,600.00
	Subtotal	$1,103,139.60
	Engineering	110,313.40
	Total	$1,213,453.00

Length of Roadway - - - - 11.034 miles

Cost of Roadway Per Mile- $227,388.71 Overlay
Cost of Roadway Per Mile- 109,973.99 Safety

Retained in Program Status

Pacific N.W. Bell	All Required	$ 7,000.00
	Subtotal	$ 7,000.00
	Engineering	700.00
	Total	$ 7,700.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Overlay)	$2,509,007.00	$2,315,060.00	$193,947.00
Roadway (Safety)	1,213,453.00	1,119,653.00	93,800.00
Subtotals	$3,722,460.00	$3,434,713.00	$287,747.00
Retain in Program	7,700.00	7,104.00	596.00
Totals	$3,730,160.00	$3,441,817.00	$288,343.00

Group 1 - 100%

Contract No. 8055

Prefix: 630-1027

15

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 6, 1976

RECEIVED
STATE HWY ENGR
AUG 10 '76
REFER TO
FOR

FILE: CON 5 #8055

John H Walker

FROM: John H. Walker
Quality Control Engineer

TO: MEMO TO THE FILES

SUBJECT: Inspection of Distressed Area
of Pavement on the
Emigrant Hill-Meacham Section
Contract No. 8055

NOTED
E. S. HUNTER

On August 2 and 3, 1976, Jim Wilson, Dale Allen, Bill Ferguson and John Walker viewed and carefully inspected the area just easterly from Emigrant Park, primarily about Sta. 700-800. Mike Huddleston also was with us part of the afternoon of the 2nd.

The main distressed area was paved late last fall with an approximate 1½" leveling course and an overlying 1½" base lift, each being a Class B asphalt concrete.

Examination of the roadway shows excessive rutting in the wheel tracks on the right lane of the eastbound lanes. This has also caused humping at centerline of the lane. The inside or left hand lane does not show this excessive rutting or humping. The right lane which is showing distress is, of course, the one which carries the heavy truck traffic to a greater extent.

On June 21-22, 1976, Dick Nichols and I made an inspection trip to LaGrande and enroute over this section noticed, stopped and examined the eastbound pavement in this area. At that time, the rutting was estimated to be about a half an inch in the wheel tracks. We notified the Region and Resident Engineer to keep a watch on it. Somewhat later when warm weather occurred, the pavement began showing excessive rutting and the Engineer immediately was concerned and did extensive coring to determine the condition of the existing pavement. It was from the viewing of the cores that instigated the August 2 and 3 inspection.

During the August 2-3 inspection and review of materials testing, more coring was done to add a little additional information. This mainly confirmed what had been done before and showed the distress to be primarily centered in the Sta. 700-800 area.

In this area, rutting varied from 1/2 inch to 2 inches plus the cores indicated the leveling or bottom lift to be of a quite different character than the overlying lift. In most instances where rutting was high, the bottom lift showed much separation of asphalt and aggregate and good cores were impossible to attain. Attached photos show such a typical area. These photos are from cores taken during our inspection.

Routing
RECEIVED
AUG 12 1976
CONSTRUCTION
SECTION
Keasey
Bond
Jackmond
Harwood
Johnson
Walker
Richards
Glenn
Berg

A close inspection of all the cores indicate that some type of contamination of the asphalt has occurred in this bottom mix. There is quite a lot of separation of asphalt and aggregate. Several possible causes were considered. Too much heat can often cause such an appearing problem, but it is doubtful in this case, as mix temperatures in the drum-dryer plant show only about 260° F. Excess moisture was considered, but again it is doubtful, as aggregate moisture was low. The thing which appears most likely is contamination by burner fuel. At this time, there is no evidence that the storage tank was contaminated, nor does asphalt samples checked show any problem areas. However, some backup samples will be run to see if anything can be found. The asphalt was being supplied and delivered to the project by Douglas Oil Company and trucks from their plants, while burner fuel was being delivered by a different supplier - McCall Oil Company, a more local firm. The contractor's storage tanks for these products were separated by quite some distance and so it appears doubtful whether deliveries were mixed up.

It appears more likely that possibly there could have been some contamination from unburnt burner fuel from the plant operation. The contractor and engineer are checking into this. Our laboratory is also testing this material in an attempt to pinpoint the problem area.

The top lift base placed shows in the field and in the cores that it is quite unstable and capable of movement when subjected to the heat of the sun. As can be seen by some of the photos, the wheel tracks have glazed over with asphalt and are quite slick and shiny. There appears to be an excess of asphalt, especially at the top surface where the heavy traffic has been. A check on asphalt content shows that the lift placed in this area on 10/24/75, contained by field test 7.71 percent asphalt content. Laboratory Design Mix #3, Modified, was being used which called for 7.8 percent asphalt. Also field tests show the aggregate gradation to be in compliance to specifications.

As a result of the inspection, it was determined that we could probably live with the pavement which showed no more than 3/4" rutting. But there was one area at approximately Stations 720 to 770 where rutting and humping shows distress of 3/4" to over 2" and also some rippling and corrugating of the pavement in the right lane of the eastbound lanes. It was determined that the two layers placed in this area should be removed and replaced with a more stable pavement. This removal to be only in the right hand lane (12 ft. wide) and approximately 5,000 ft. long.

With the data at hand, it appears the contractor should be responsible for the condition of the leveling or bottom lift of the pavement, as contamination in the mix is indicated and it would be his operation in some manner that contaminated it.

The tender unstable top lift no doubt contributed to some of the rutting, as there was some degree of this on all of the eastbound pavement throughout the project.

The combination of the contaminated bottom lift and the action of the soft unstable top lift no doubt caused the high degree of rutting, humping and rippling that occurred in the 5,000 ft. area that will be removed and replaced. Subsequent tests and investigation may somewhat alter the present analysis of this situation.

RECEIVED
STATE HWY ENGR
AUG 16 '76
REFER TO
FOR

JHW:fr

Att.

cc: E. S. Hunter
Dale Allen
William Ferguson
Jim Wilson
Dick Nichols, FHWA

Re: Hunters note:

Re: The areas 3/4" & less. The measured rutting depth is from crest of humping to bottom of wheel rut & so actual rutting from original grade is probably less than 1/2". Also when the bad rutting area was removed a check was made and the material of the leveling course outside the bad area was solid and rutting was primarily due to the soft top lift.

NOTED
E. S. HUNTER

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

8055 10-14-75

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
[illegible]-80N-6(59)226

STATE PROJECT NO.
Emigrant Hill-Meacham Sect.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
1-790

COUNTY NAME
Umatilla

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENG
OCT 16 '75
REFER TO
Rulian
FOR

Info	Inv.	R.	D.	C.	F.
					✓

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
September 19, 1975

FEDERAL ROUTE NUMBER
Interstate Route 80N

STATE ROUTE NUMBER
Old Oregon Trail Route 6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are now authorized to proceed with actual adjustments for Pacific Northwest Bell Telephone Company's telephone cable effective September 19, 1975. Reimbursement on an actual cost basis estimated to be $1,300.00 - federal funds $1,200.00 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)*
Utility Adjustment.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program memorandum dated July 11, 1974 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual. I approve the agreement with the Pacific Northwest Bell Telephone Company consisting of your Regional Utilities Engineer's verbal notice, and plans and estimate furnished by Mr. Preston's September 25, 1975 letter. Mr. Harlin Gerlach's Affidavit of Pacific Northwest Bell Telephone Company's property rights is acknowledged.

The permit covering this adjustment will be prepared and submitted for approval at a later date.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-14-75	C K Burghardt fr	Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#8055

~~CON 7679~~

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 8, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

97-H

Dear Mr. Green:

NOTED
E. S. HUNTER

Deadman's Safety Rest Area
Emigrant Hill-Meacham Section
Old Oregon Trail Hwy.
Oregon Project I-80-N-6(-)
Water Supply System Betterment

Your letter of August 25, 1975 indicates doubt that work required for the subject water supply system betterment can be accomplished economically under the existing contract.

It is our desire to check into the cost of doing this betterment on a extra work basis. The prices received from the contractor will be checked against the engineer's estimate in a manner similar to checking bids received for a contract project. If the price on the extra work basis is found to be excessive, the work will be done by contract on a competitive bid basis.

Very truly yours,

Walter J. Hart
Bridge Engineer

RECEIVED
STATE HWY ENGR
SEP 9'75
REFER TO
FOR

RWE/ag

cc E. S. Hunter
C. T. Keasey
W. E. Schwartz

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 25, 1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project I-80N-6(-)
Old Oregon Trail Highway
Emigrant Hill-Meacham Section
Deadmans Pass Rest Area
Water Supply System Betterment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Federal participation with FAI funds in the work proposed in Mr. Hart's August 8 letter is approved.

Mr. Hart indicates that you may wish to have this work performed through a price agreement with the contractor for the present overlay and safety project in that area. It seems doubtful that this additional work could be economically accomplished under the existing contract. We will await your findings and recommendation.

for Valach
G. L. Green

RECEIVED
STATE HWY ENGR
AUG 26 '75
TO
Hart

NOTED
R. W. ELLISON

RECEIVED
AUG 28 1975
BRIDGE SECTION

Form FHWA 121 (Rev. 5-73) # 55

13

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: August 25, 1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project I-80N-6(-)
Old Oregon Trail Highway
Emigrant Hill-Meacham Section
Deadmans Pass Rest Area
Water Supply System Betterment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Federal participation with FAI funds in the work proposed in Mr. Hart's August 8 letter is approved.

Mr. Hart indicates that you may wish to have this work performed through a price agreement with the contractor for the present overlay and safety project in that area. It seems doubtful that this additional work could be economically accomplished under the existing contract. We will await your findings and recommendation.

for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 26 '75
TO Hart

Orig -
8-27-75

8055

File CON 8055

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 18, 1975

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 19 '75
REFER TO
FOR

Info	Invs	R/D	D/R	Sign	Act	File

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, OR 97308

Attention Dick Nichols

Gentlemen:

Emigrant Hill-Meacham
Old Oregon Trail Hwy.
Deadman Pass Safety Rest Area
Water Supply System Betterment

Attached is one set of plans, specifications and estimate for the Deadman Pass SRA water supply system betterment.

It is contemplated this work will be done as a price agreement to the subject contract. However, if negotiations with the contractor fail to produce a satisfactory price, the work will be done under separate contract.

Phase 'A' of this betterment work is being done by price agreement under the existing contract and the attached cost estimate should be adjusted according.

Your approval for federal participation for this work is requested.

Very truly yours,

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
R. W. ELLISON

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attachs.
cc E. S. Hunter
L. W. Rulien
W. E. Schwartz

8055

80N

Form 61.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 30, 1975

FILE: CON 5

FROM: C. T. Keasey
Construction Engineer

C. T. Keasey

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Water Supply System
Deadmans Pass SRA
Emigrant Hill-Meacham Section
Old Oregon Trail Highway
I-80N

Attached is information obtained on two wells drilled at Emigrant Park as water supply for the Deadmans Pass Safety Rest Area, together with a sketch map showing the location of the wells and their elevations.

The Emigrant Hill-Meacham project, Contract No. 8055, calls for the installation of 2½-inch and 3-inch P.V.C. pipe between Emigrant Park and Deadmans Pass, but since the wells had not yet been drilled, no provision was made for connecting the system, nor is there any provision for pumps and storage reservoir at the Park.

We now have the necessary information to complete the design of the system and if we can negotiate successfully with the contractor, the system could be completed under the present contract.

In view of the available water supply, the pipe sizes called for in the contract should also be reviewed.

Please have someone design the water system for us. The contractor is anxious to get the pipe ordered so this should be a first order of business.

CTK:fr

Att.

cc: Dale Allen

✓ Versteeg
A. Olsen
Terpin
Scott
✓ Swenson
R. Olsen
Trout

RECEIVED
JAN 31 1975
ROAD DESIGN SECTION

Return To
Bring Up
Other

Dale to Bridge for design
[illegible]
([illegible])

Form A-148 (Rev. 8-70)

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8055

Order No. 6

Section Emigrant Hill - Meacham

Date 22 January 1975

Highway Old Oregon Trail

F.A.P. No. I-80N-6(59)226

County Umatilla

Prefix 620-1027 Account No. 279-06

Description of Work To Be Done: Test wells in vicinity of quarry site.

Location by Station Numbers: Within 1-mile radius of project material source: Lease No. TL-5174(842).

APPROVED EFFECTIVE DATE 1-22-75
Contingent upon modification of project agreement if additional funds are required
BY E. J. Valach
TITLE Dist. Engineer
DATE 4-14-75
FEDERAL HIGHWAY ADMINISTRATION

Estimate of Quantities and Costs:

Labor	$3,600.00
Equipment	1,200.00
Materials	200.00
Total	$5,000.00

Explanation: To conduct tests of water quantity and quality on wells within 1-mile radius of quarry site before and after work in quarry. Standard Specifications for Highway Construction 1974 shall apply. Authorization provided for in the additional anticipated items for this contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$1,[illegible],062.55
Present estimate of project cost, including $5,000.00 for work under this order	$1,[illegible],062.55
Expected under-run over-run (amount)	$ -0-
Expected under-run over-run (per cent)	-0-

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: REGIONAL CONSTRUCTION ENGINEER Regional Engineer

Approved: Construction Engineer

#8055

10-22-74

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Umatilla	DIVISION Oregon
DATE OF INSPECTION 10-22-74	INSPECTION MADE BY R. L. Peterson, Asst Area Engineer		PROJECT NO. I-80N-6(59)226

IN COMPANY WITH

Bill Ferguson, Res Engr, OSHD; D. Johnson & A. Masuda, Engr Trainees, FHWA.

LOCATION

Emigrant Hill-Meacham Section

CONTRACTOR NAME AND ADDRESS

L. W. Vaile Co., Pasco, Washington

AWARD DATE 8-20-74	CONTRACT AMOUNT $3,239,955.60	TIME ALLOWED 325 cal. days	TIME STARTED 9-10-74	WORK STARTED 9-10-74
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 13%	WORK COMPLETED 2%	

REMARKS

COPY SENT
NOV 11 1974
Washington

EMIGRANT HILL - MEACHAM SECTION
Grading, Paving, and Signing

Work in progress included excavating material from the slope to the right of the eastbound lanes between Stations 1100 and 1105±. This material was being placed in the median area between Stations 1115 to 423± and 490 to 540±.

The traffic control was being handled satisfactorily.

NOTED
H.S.COULTER

RECEIVED
NOV 12 1974
Office of
Assistant State Highway Engineer

11-12-74

8055

10-17-74

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 1-80N-6(59)226

STATE PROJECT NO.: EMIGRANT HILL - MEACHAM SECTION

COUNTY NAME: UMATILLA

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: 1-790

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENG.
OCT 21 '74
REFER TO
Schneider
FOR

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: AUGUST 23, 1974

FEDERAL ROUTE NUMBER: INTERSTATE ROUTE 80N

STATE ROUTE NUMBER: OLD OREGON TRAIL - PRIMARY ROUTE 6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR PACIFIC NORTHWEST BELL TELEPHONE CO.'S CABLE EFFECTIVE 8-23-74. REIMBURSEMENT ON AN AGREED LUMP SUM BASIS OF $3,593.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

NOTE - R. L. Sc

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) UTILITY ADJUSTMENT.

RECEIVED
OCT 21 1974
Office of

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR PROGRAM MEMORANDUM DATED JULY 11, 1974 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF THE FEDERAL-AID HIGHWAY PROGRAM MANUAL.

WE APPROVE THE AGREEMENT WITH THE PACIFIC NORTHWEST TELEPHONE COMPANY CONSISTING OF YOUR UTILITIES & RAILROAD ENGINEERS VERBAL NOTICE OF CONFLICT, THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S AUGUST 20, 1974 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. PRESTON'S SEPTEMBER 10, 1974 LETTER.

THE EXISTANCE OF MR. HARLIN GERLACH'S CERTIFICATION OF THE PACIFIC NORTHWEST BELL TELEPHONE COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED.

DATE: 10-17-74

SIGNATURE OF APPROVING OFFICIAL:

TITLE: DIVISION ENGINEER

Original To Rudien
Copies - Boyd
Childsey
10-21-74

[illegible] FORM PR-1240 [illegible]

8055
SEP 26 74
REFER TO
Orig Centen
9-27-74
FOR

STATE COPY/P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contingent upon modification of project agreement if additional funds are required.
Contract No. 8055
Order No.
FEDERAL HIGHWAY ADMINISTRATION
9-25-74

Section [illegible] Hill - Meacham
Date August 29, 1974
Highway Old Oregon Trail
F.A.P. No. I-80N-6(59)226
County Umatilla
Prefix 630-1027
Account No. 230-04

Description of Work To Be Done:

1. Drill, test and develop a potable water well.

2. Performance of such additional and incidental work as called for by the specifications and/or the engineer.

Location by Station Numbers:

Mile post 235.3 approx 24 miles west of La Grande on the Old Oregon Trail Highway

Estimate of Quantities and Costs: As per attached bid schedule

1. Drilling 8" Well in Alluvium - - - - 100 lin. ft. @ $18.00 =	$ 1,800.00
2. Drilling 8" Well in Rock - - - - - - 200 lin. ft. @ $18.00 =	$ 3,600.00
3. Furnish and Install 8" Well Casing - 100 lin. ft. @ $ 9.85 =	$ 985.00
4. Furnish and Install 6" Perforated casing - 200 lin. ft. @ $9.85 =	$ 1,970.00
5. Pumping Test - - - - - - - - - - - - - 10 hours @ $24.00 =	$ 240.00
6. Standby Time - - - - - - - - - - - - - 30 hours @ $50.00 =	$ 1,500.00
7. Completion, Polyphosphate, surge, etc. - All Specified =	$ 250.00
8. Driving Shoes - 8" - - - - - - - - - - each @ $57.00 =	$ 57.00
9. Driving Shoes - 6" - - - - - - - - - - each @ $56.00 =	$ 56.00
Total Amount of Bid =	$10,458.00
Contingencies -	$ 2,542.00
Total estimated cost - - - - - - - - - -	$13,000.00

Explanation:

To develop an adequate water supply for "Deadmans Pass Safety Rest Area", to be used in conjunction with existing water sources.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$3,825,062.55
Present estimate of project cost, including $13,000.00 for work under this order	$3,825,062.55
Expected under-run / over-run (amount)	$ -
Expected under-run / over-run (per cent)	-

Space to right of this line is for use of Salem Office

Submitted by: Joseph A. [illegible], Resident Engineer
For: W. C. Ferguson

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: REGIONAL CONSTRUCTION ENGINEER

Approved: Construction Engineer

cc: Zirkowitz

8055

August 21, 1974

L. W. Vail Co., Inc.
P. O. Box 847
Pasco, WA 99301

Gentlemen:

The Oregon Transportation Commission on August 20, 1974, accepted your proposal for work on the Emigrant Hill-Meacham Section of the Old Oregon Trail in Umatilla County for the sum of $3,239,955.60. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways later that same day awarded you the project, which has been assigned Contract No. 8055.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Kasey
Vince Gallagher
Walt Hart
W. E. Schwartz
Wm. Ferguson
Wm. Geibel (SAIF)

8055

8-12-74

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
1-80N-6(59)226

STATE PROJECT NO.
EMIGRANT HILL - MEACHAM SECTION

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
1-790

COUNTY NAME
UMATILLA

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

ORIGINAL TO
Rulien w/maps
8-16-74

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JULY 24, 1974	JULY 24, 1974	INTERSTATE ROUTE 80
		STATE ROUTE NUMBER OLD OREGON TRAIL ROUTE #6

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THOSE ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

PERMANENT STRIPING	$6,000
GRANULAR MATERIAL (ROYALTY)	21,750
STAGE CONST. STRIPING	2,000
1"-0 ROCK FROM STOCKPILE	75,350
ON THE JOB TRAINING	4,000
TEMPORARY EROSION CONTROL	5,000
STRIPPING GUARDRAIL PAINT	5,000
SCALING ROCK CUSTS	25,000

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S JULY 22, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
AUG 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 14 '74
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
File

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-12-74		DIVISION ENGINEER

#8055

Forstang
A. Olson
Turpin
Scott
Swenson
R. Olson
Traut

RECEIVED
AUG 5 - 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

August 5, 1974

RECEIVED
OCT 15 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Umatilla County

In reply to a request for more information concerning the subject project (your file 1041EC.2) the following statements are submitted.

NOTED
E. S. HUNTER

West and East Emigrant Park Interchange

The resident engineer on the safety project I-80N-0(1)167 did not construct the mounds, shoulder barrier, etc. as listed. The plans for the subject project do not call for the removal of said items only the construction of them which is proper since they were not constructed on the previous project.

Sheet 2D

A total of ten signs, all temporary, are shown on Sheet 2D. The specifications allow either post mounting or portable mounting as the contractor may elect. Reference - Art. 111.11b 1974 Standard Specifications for Highway Construction, page 94.

Sheet 2A-2, Section A

A design modification can be made under construction to eliminate the 2:1 slope.

One such would call for an inlet to be used as a junction box at the outlet of the median drain. Install a culvert pipe in the drain ditch line until the ditch has moved far enough away from the roadbed to provide the flatter 4:1 slope.

Page 16, Paragraph 403.43

The question concerning placement temperature of the Class "E" asphalt concrete has been referred to the Construction and Materials Sections.

It is hoped the information provided is sufficient for your needs. If more is needed, we shall be happy to provide it.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER
Frank E. Terpin
Final Design Engineer

FET:wc

Form FHWA [illegible] (Rev. [illegible])

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 31, 1974

In reply refer to: 1041EC.2

SUBJECT: Oregon Project I-80N-6(59)226
Emigrant Hill-Meacham Section
PS&E Review Comments

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER
8-7-74
Venstieg
Pls reply
as needed.
ESH

During the review of the PS&E documents for the subject project some minor items were noted which while not sufficient to justify withholding PS&E approval do require further consideration prior to award of contract. Attached is a copy of the review notes listing these items. This will also confirm our previous phone calls on this matter.

G. L. Green

Attachment
Review notes

RECEIVED
STATE HWY ENGR
AUG 1 '74
REFER TO: Hunter
FOR
Info | Inves | K/D | D/R | Sign | Act ✓ | File

RECEIVED
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

I 80N-6(59) 226
Emigrant Hill - Meacham Sec

West Emigrant Park Interchange

East Emigrant Park Interchange
The safety work around these structures was done under the Safety Project I-80N-0(1)167. There is no need to remove this work and put in new barriers, mounds, etc., so the safety work under both of these structures should be non-participating. Work includes:

Earth work for mounds		
Shoulder barrier		676'
18" Corr pipe		216'
Trench exc	10 + 40	50'
M-O Inlet	1	1'

Sheet 2D Temporary Direction of Traffic at Both Interchanges
Plan shows a total of 8 post-mounted (some permanent signs) apparently to warn the traffic that there will be some guardrail work near the structure.
Some signs may be needed, but they should be portable.

Sheet 2A-2 Section A - The maximum slope should be 4:1 instead of 2:1 to comply with present safety standards.

Page 16, Paragraph 403.43, specification says that Class E A.C. cannot be placed when surface temperature of the pavement on which it is to be placed is below 60°F. The thickness of the Class E lift is 1" or less. With this thin lift, the ambient temperature, and the chill factor is just as important if not more so than the surface temperature.

8055

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 19, 1974

In reply refer to: 10-41-A5

SUBJECT: Emigrant Hill-Meacham
Project No. I-80N-6(59)226

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Participation in the royalty cost for material obtained from the mandatory source (previously authorized) is approved.

G. L. Green

RECEIVED
JUL 25 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JUL 24 74
REFER TO
Coulter
FOR
Info | [illegible] | H/D | DIR | Sign | Act ✓ | File

NOTED
H.S. COULTER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 12, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Emigrant Hill-Meacham
Project No. I-80N-6(59)226

In our letter dated July 11, 1974 signed by Mr. Terpin, we requested authorization to specify a mandatory material source located right of engineer's station 440.

We are now requesting participation in the royalty cost to be paid at the rate of 7.5 cents per ton with an estimated quantity of 290,000 tons. Payment will be based on actual quantities incorporated in the project.

The owner of the property has signed the option for sale of road material and the county planning commission issued a conditional use permit dated July 11, 1974.

cc: E. S. Hunter
J. H. Versteeg
W. E. Schwartz
C. G. Swenson
R. N. Chase

REFERRED TO
Cole Reed
Eriksen Semple
Hager [✓ Watson] W
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8055

6558 ON

LRW PEL 20 7-12-74 900 AM

LYLE WATSON
[illegible]
DESIGN TEAM SUPERVISOR

CONDITIONAL USE PERMIT
EMIGRANT HILL - MEACHAM ROCK QUARRY

1 THAT MR. PARR GIVE HIS WRITTEN CONSENT TO THE PROPOSAL.

2 EXCAVATED SLOPES IN THE NEW PIT BE LEFT AT A GRADE OF 1 TO 1 45 DEGREE

3 THERE BE A 3 YEAR TIME LIMIT ON THIS PERMIT /I.E., IT WILL EXPITXXXX EXPIRE ON JULY 10, 1977/.

4 THAT THE STATE HIGHWAY DIBISION CONDUCT TESTS OF WATER QUANTITY AND QUALITY ON ALL WELLS WITHIN ONE MILE OF THE GRAVEL SITE, BOTH BEFORE AND AFTER WORK, WITH THE CONSENT OF THE PROPERTY OWNERS CONCERNED.

5 THAT THE EXISTING ROAD THROUGH THE SITE BE MAINTAINED AS A CONTINUOUS THROUGH ACCESS TO PRIVATE PROPERTIES BEYOND THE SITE.

COPY OF PERMIT WILL FOLLOW.

W C FERGUSON
DAR¾4.

1 ✓
2
[illegible] Copy
[illegible]

REFERRED TO

Cole Boyd
Erikson Sample
Hager [Watson] LW
[Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

8055

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308
DATE: July 12, 1974

In reply refer to: 10-41-A5

SUBJECT: Oregon Project I-80N-6(-)
Emigrant Hill-Meacham Section
Old Oregon Trail Highway, Umatilla County
State's Material Source

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We concur that it is in the public interest to make the proposed State's material source for the subject project a mandatory source.

G. L. Green

RECEIVED
JUL 17 1974
Office of
Assistant State Highway Engineer

7-17-74

RECEIVED
STATE HWY ENGR
JUL 16 '74
REFER TO
Coulter
FOR
Info | Hves | R/D | D/R | Sign | | File

NOTED
H.S. COULTER

80N

UCPC Umatilla County
Planning Commission

County Courthouse
Pendleton, Oregon 97801
Phone 276-7111
Extension 78

July 11, 1974

Dept. of Transportation
Highway Division
P.O. Box 459
Pendleton, OR 97801

ATTENTION: W.C. Ferguson

Dear Sir:

Re: Rock Quarry, Deadmans Pass

The Umatilla County Planning Commission at their regular meeting of July 10, 1974 voted to issue a Conditional Use Permit for a rock quarry, stockpile, hot asphalt plant, rock crusher and pugmill on your property one mile east of the Deadmans Pass Interchange on I-80N. The following conditions were attached to the permit:

(1) That Mr. Parr give his written consent to the proposal.
(2) Excavated slopes in the new pit be left at a grade of 1:1 [45°].
(3) There be a three year time limit on this permit [i.e., it will expire on July 10, 1977].
(4) That the State Highway Division conduct tests of water quantity and quality on all wells within one mile of the gravel quarry site, both before and after the work, with the consent of the property owners concerned. We shall notify property owners of this condition.

(5) That the existing road through the site be maintained as a continuous through access to private properties beyond the site.

This is your only notification of the Conditional Use Permit. If you wish to appeal any of the above conditions you must do so in writing within 15 days; that is, by July 29, 1974.

Please contact us if any of the above is not clear.

Sincerely,

Pete Watson
Planning Director

PW/vw
cc: Author Parr

80N

Umatilla County
Planning Commission

County Courthouse
Pendleton, Oregon 97801
Phone 276-7111
Extension 75

July 11, 1974

Dept. of Transportation
Highway Division
P.O. Box 459
Pendleton, OR 97801

ATTENTION: W.C. Ferguson

Dear Sir:

Re: Rock Quarry, Deadmans Pass

The Umatilla County Planning Commission at their regular meeting of July 10, 1974 voted to issue a Conditional Use Permit for a rock quarry, stockpile, hot asphalt plant, rock crusher and pugmill on your property one mile east of the Deadmans Pass Interchange on I-80N. The following conditions were attached to the permit:

(1) That Mr. Parr give his written consent to the proposal.
(2) Excavated slopes in the new pit be left at a grade of 1:1 [45°].
(3) There be a three year time limit on this permit [i.e., it will expire on July 10, 1977].
(4) That the State Highway Division conduct tests of water quantity and quality on all wells within one mile of the gravel quarry site, both before and after the work, with the consent of the property owners concerned. We shall notify property owners of this condition.

(5) That the existing road through the site be maintained as a continuous through access to private properties beyond the site.

This is your only notification of the Conditional Use Permit. If you wish to appeal any of the above conditions you must do so in writing within 15 days; that is, by July 29, 1974.

Please contact us if any of the above is not clear.

Sincerely,

Pete Watson
Planning Director

PW/vw
cc: Author Parr

8055

7-11-74

TRANSACTION NUMBER 7-23

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-11-74

BY (Signature): L. W. RULIEN'S JUNE 25, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 790 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
790	I-80-6(59)226	11.0	4,646,000	4,286,800

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
EMIGRANT HILL-MEACHAM SECTION, UMATILLA COUNTY, STATE OF OREGON.	GRADE, DRAIN, HIGH TYPE PAVEMENT, SIGNS AND GUARDRAIL.

RECEIVED
STATE HWY ENGR
JUL 16 '74
REFER TO
FOR

REMARKS (Division)

RECOMMENDED

DATE

SIGNATURE AND TITLE

APPROVED

DATE: 7-11-74

SIGNATURE AND TITLE: G. L. GREEN, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

Orig. to Hunter
Cy to Files 7/16/74

GPO 915-490

8055

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 11, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Umatilla County

NOTED
E. S. HUNTER

Dear Mr. Green:

It is proposed to make the material source offered for the subject project a mandatory source.

We believe that it is in the public interest to do so and ask that you concur.

The following reasons are offered in support of this proposal.

1. The source is an established quarry. Use of it would eliminate the possibility of creating further encroachment on the environment by development of an alternate site.
2. The quarry is conveniently located near the middle of the project with a consequent reduction of haul with the attendant savings in hauling cost and fuel consumption.
3. Adequate access to the project can be provided via temporary access ramps at Station 440 where an equipment pass is located.
4. If it is known that a particular site is to be used a better assessment of the environmental impacts can be made and action included in the plans to eliminate or reduce those which have an adverse effect.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E.
Frank E. Terpin
Final Design Engineer

RECEIVED
JUL 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FET:we
bc: ~~E. S. Hunter~~
L. W. Rulien
W. E. Schwartz
G. A. Potter
C. G. Swenson
Lyle K. Watson

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8655

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SUBJECT: Emigrant Hill-Meacham Section
State-furnished Material
Project No. I-80N-6(59)226 Safety

DATE: July 8, 1974

In reply refer to: 10-41-A5

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER
cc Rubin
Vertrees
7-12-74

We concur in using the stockpile shoulder highway material, which was purchased in the excess of the amount needed on the Meacham-Hill Interchange Section, Project No. I-80N-7(52)237, as a mandatory item on this project. Federal participation will be based on $1.37 per ton for the first 55,000 tons and $1.29 per ton for the amount over that, plus the cost of hauling and placing.

G L Green
G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JUL 11 '74
REFER TO
Hunter
FOR

RECEIVED
JUL 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8055

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 5, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Emigrant Hill-Meacham Section
State-furnished Material
Project No. I-80N-6(59)226 Safety

We are requesting authorization to use stockpile shoulder aggregate material as a mandatory item on this project that was produced in excess of the amount needed on the Meacham-Hilgard Interchange Section, Project No. I-80N-6(52)237.

We are also requesting participation in the cost of this stockpiled aggregate in the amount paid to J. C. Compton Company, producer of the material. It is estimated that there is 55,000 tons involved at $1.37 per ton. If the amount runs over 55,000 tons the price reduces to $1.29 per ton for the overage.

This rock was produced on the Meacham-Hilgard Interchange Section because of an overestimate of the amount necessary for the project; therefore, we feel it is the State's obligation to purchase this material from the contractor. The amounts to be paid for the material have been negotiated in the amounts requested above.

REFERRED TO

Cole ______ Reed
Erikson ______ [illegible]
Hager ______ [illegible] JJ

[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐

BY FINAL DESIGN ENGINEER

We feel that it is in the public interest to make the use of this State-furnished material mandatory because it has been produced, the energy has been used to produce the material, and the State would be pressed to find another use for the material. This project is the logical place to use it with only an average 9.3-mile haul, and it is estimated to be less expensive than producing new material because of the inflationary cost of producing rock.

The following cost estimate comparison shows the economy in our request:

		New Material		Stockpile Rock
Drill and Shoot		$0.69		
Feed Crusher		0.58		
Crush Rock		1.21		——
Cost of 1" - 0 Rock		$2.48		$1.37
Haul	3.0 Mi.	$0.41	9.3 Mi.	$1.27
Place		0.59		0.59
Obliterate Haul Road and Site		--		0.14
Haul and Place		$1.00		$2.00
Estimated Cost in Place		$3.48	(Say $3.50)	$3.37

cc: C. T. Keasey
J. H. Versteeg ✓
C. E. Layton
C. G. Swenson 1 ✓
R. H. Chase 2

WE COPY

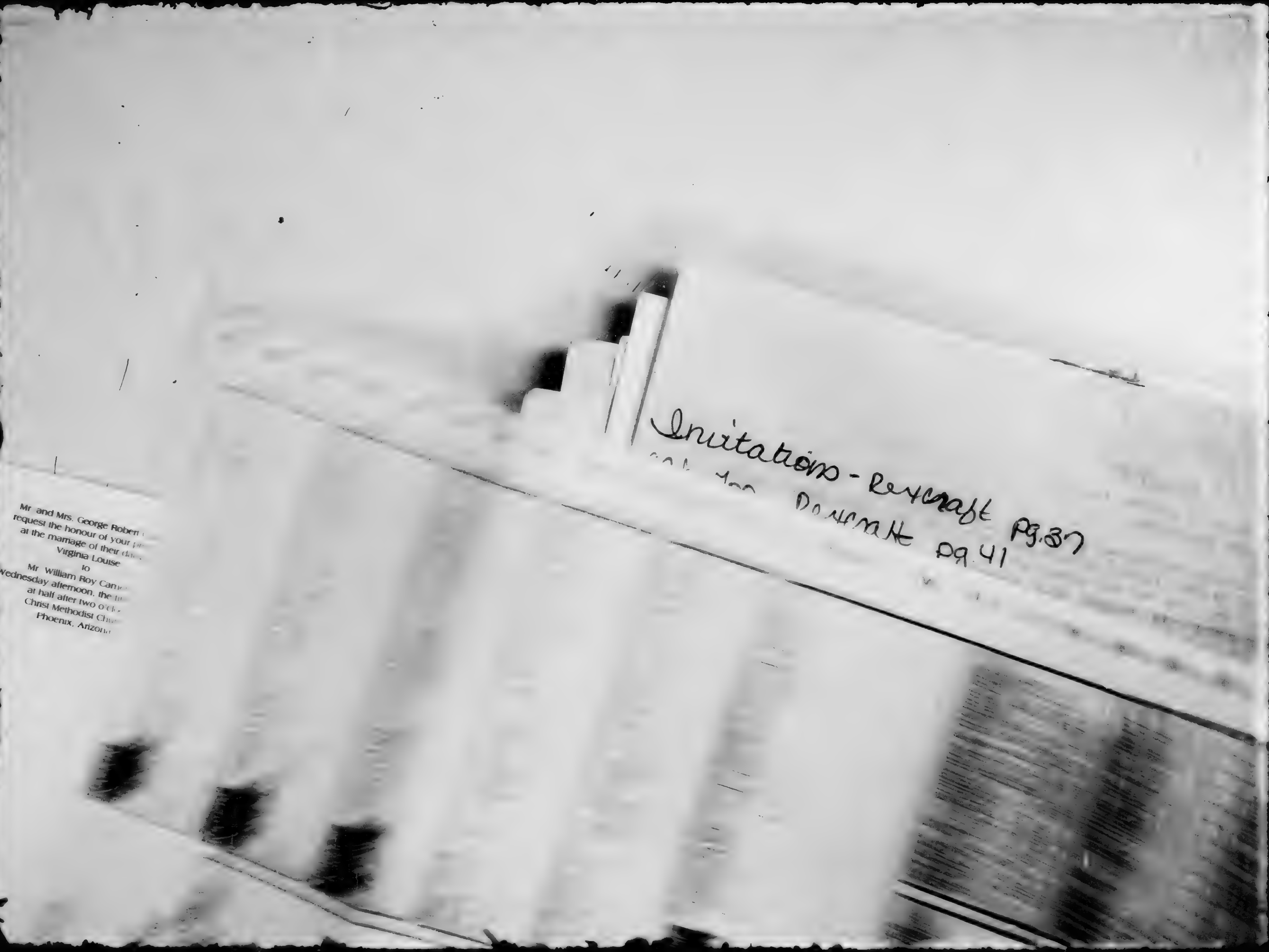
FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety", constitutes design approval for minor safety improvement work. Therefore, design approval for the safety work is considered given prior to January 18, 1969, the effective date of current PPM 20-8. Furthermore, the proposed revision of the westbound exit ramp of the Deadmans Pass Interchange was approved as a safety project by FHWA under memorandum of March 25, 1974.

Design approval was considered granted for the overlay on this project by the BPR prior to January 14, 1969, the effective date of PPM 20-8, based on the fact that in their memorandum of August 15, 1967 they approved an overlay of high-type pavement to increase the structural strength of the traffic lanes and shoulders as stage construction on this project for estimating purposes for the 1968 Interstate 104(b)(5), Title 23 USC, Cost Estimate. The BPR further approved on October 23, 1968 a minor program change to Project No. I-80N-6(37)226 to add preliminary engineering for an asphaltic concrete pavement overlay. Furthermore, the FHWA under memorandum of August 15, 1973 and August 17, 1973 approved the depths of overlay for the project.

The project qualifies as a "Safety Improvement Project" under the provisions of paragraph 4b(2) of PPM 21-16 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHO report, "Highway Design and Operational Practice Related to Safety".

Attach.

JG:dg



Mr and Mrs. George Robert
request the honour of your
at the marriage of their
Virginia Louise
to
Mr William Roy Came
Wednesday afternoon, the
at half after two o'cl
Christ Methodist Chu
Phoenix, Arizon

Invitations - Rexcraft Pg.37
[illegible] Doncraft Pg.41

8055

June 25, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project I-80N-6(59)226

We are forwarding program data for one Interstate project, Item No. 790, Project No. I-80N-6(59)226, "Emigrant Hill-Meacham Section", which we desire to have included in the Federal Aid Interstate Highway Program.

The project is exempt from State Clearinghouse A-95 review under working agreement dated April 28, 1970.

We hereby request a waiver of District 12 Clearinghouse A-95 review for this project based on the fact that the work involved (1) is stage construction consisting of an overlay of asphalt concrete pavement to increase the structural strength of the traffic lanes and shoulders; (2) is safety improvement to update the roadside to present Interstate standards conforming with recommendations set forth in AASHO's "yellow book"; (3) is such that it will not affect decisions or other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

The negative declaration was concurred in by FHWA on August 23, 1973.

Public hearings are not required for this project under provisions of paragraph 6c of PPM 20-8.

Budget Bureau No. 42-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO U.S.

FORM PR-1 (REV. 6-61)

6-25-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	I-80N, 15.8 mi. SE of E. Pendleton Int., SE 11 mi.		4,500	7,800	94	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	[illegible]	[illegible]	[illegible]	[illegible]	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	Gr., Dr., H.T. Pave., Signs, G-Rail								I	80-6

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
4	Interstate	Umatilla

	NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
	--	I	I-80N	6	I-8

ESTIMATED PROJECT COST BY PHASES

CARD	LINE No.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		I-80N, 15.8 mi. SE of E. Pendleton Int., SE 11 mi.					
5					ROW							
5					CONST (code) (Safety) 6201		"Emigrant Hill-Meacham Sec."	11.0	4,646,000	4,286,800	359,200	

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS
1				11.0	4,646,000	4,286,800	359,200

PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item Nos. 10
502-C; Project Nos. I-80N-6(3)
& (37), respectively.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 6-61)

6-25-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OJECT LOCATION (All typewriter spaces) -80N, 15.8 mi. SE of E. Pendleton Int., SE 11 mi.	ADT	PRESENT 4,500	FUTURE 7,800	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 042	ITEM NO. 790

S WORK (All typewriter ave., Signs, G-Rai	NATL. FOREST		EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S) I	NUMBER 80-6	SEQ. NO. (59)	POST MI. 226	DESIG. N

Interstate

--

COUNTY NAME Umatilla	CODE 059	ROUTE NO. I	FEDERAL-AID I-80N	STATE 6	U.S. I-80N

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-80N, 15.8 mi. SE of E. Pendleton Int., SE 11 mi.						Gr. dr., & overlay with AC pave. 4-12' lanes with 10' R & 6' L shldrs. & safety revisions of roadway slopes, signs, guardrail, minor drainage strs., other appurtenances & rev. W. Bd. exit ramp at Deadmans Pass Int. Inst. rest area water supply pipe line. ROW - 250' min.; Access control-full; Parking restrictions - complete.
ROW								
CONST (code) Safety) 6201		"Emigrant Hill-Meacham Sec."	11.0	4,646,000	4,286,800	359,200		
		PROJECT TOTALS	11.0	4,646,000	4,286,800	359,200		

PROVAL DATES

REMARKS

Additional Data: Item Nos. 10, 57, 102, 167, & 502-C; Project Nos. I-80N-6(3), (6), (14), (19), & (37), respectively.

-OVER-

EMIGRANT HILL-MEACHAM SECTION
Project No. I-80N-6(59)226

REMARKS - continued

Project Data: The work consists of (1) grade, drain, and overlay with asphalt concrete pavement the existing facility consisting of four 12-foot lanes with 10-foot right and 6-foot left shoulders; (2) safety revisions to bring the present Interstate standards the roadway slopes, signs, guardrail, median barrier, minor drainage structures and revision of westbound exit ramp at Deadmans Pass Interchange. Install water pipe line from vicinity of Emigrant Springs State Park to Deadmans Pass Safety Rest Area.

Data for PR-37:

Roadway:	Type Code 6201 (Bit. conc. with stone base) - -	Est. Cost	$4,022,040
Safety:	Type Code Y002 (Traffic Signs)- - - - - - - - - -	Est. Cost	21,920
	Type Code Y007 (Minor Structures) - - - - - - - -	Est. Cost	64,080
	Type Code Y101 (Guard Rail) - - - - - - - - - - - -	Est. Cost	457,460
	Type Code Y002 (Comfort & Convenience) - - - -	Est. Cost	80,500
		Total Est. Cost	$4,646,000

IM 50-1-70 Requirements:

a. State Clearinghouse - Exempt from A-95 review under working agreement dated April 28, 1970.

b. Dist. 12 Clearinghouse - Waiver of A-95 review being requested under the program cover letter based on the fact that the project is solely stage construction of the pavement structure and safety improvement.

PPM 90-1 Requirements: Negative Declaration was concurred in by FHWA August 23, 1973.

Public Hearings: None required under paragraph 6c of PPM 20-8.

Design Approval: Design approval was considered granted for the overlay on this project by the BPR prior to January 14, 1969, the effective date of PPM 20-8, based on the fact that in their memorandum of August 15, 1967 they approved an overlay of high-type pavement to increase the structural strength of the traffic lanes and shoulders
as stage construction on this project for estimating
1968 Interstate 104(b)(5), Title 23 USC, Cost Estimat
further approved on October 2, 1968 a minor program c
I-80N-6(37)226 to add preliminary engineering for an
pavement overlay. Furthermore, the FHWA under memoran
15, 1973 and August 17, 1973 approved the depths of ov
project.

The proposed revision of the westbound exit ramp
Pass Interchange was approved as a safety project by
memorandum of March 25, 1974.

FHWA has indicated in previous correspondence tha
of the standards recommended in the yellow book, AASH
of February 1967, "Highway Design and Operational Prac
Highway Safety", constitutes design approval for safet
type. Therefore, design approval for the safety work
given prior to January 18, 1969, the effective date o

Unusual Circumstances: It is possible that the speci
this project will require the contractor to utilize S
aggregate shoulder material for all or a portion of
shoulder material needed for the construction of the
State furnished aggregate shoulder material is specif
tion to utilize and Federal participation in cost of
be accomplished as a separate action.

NOTE:

(1) On-the-job trainees, as set forth in F
7-2(2), on this project will be determ
stage and the number stipulated in the

(2) The seven items as set forth in paragr
that are applicable to the proposed pr
the negative declaration.

(3) This project is in Congressional Distr

EMIGRANT HILL-MEACHAM SECTION
Project No. I-80N-6(59)226

ued

he work consists of (1) grade, drain, and overlay crete pavement the existing facility consisting of es with 10-foot right and 6-foot left shoulders; ions to bring the present Interstate standards the signs, guardrail, median barrier, minor drainage evision of westbound exit ramp at Deadmans Pass stall water pipe line from vicinity of Emigrant rk to Deadmans Pass Safety Rest Area.

ype Code 6201 Bit. conc. with stone base) - -	Est. Cost	$4,022,040
ype Code Y002 Traffic Signs)- - - - - - - - - -	Est. Cost	21,920
ype Code Y007 Minor Structures) - - - - - - - -	Est. Cost	64,080
ype Code Y101 Guard Rail) - - - - - - - - - - -	Est. Cost	457,460
ype Code Y002 Comfort & Convenience) - - - -	Est. Cost	80,500
	Total Est. Cost	$4,646,000

rements:
learinghouse - Exempt from A-95 review under working t dated April 28, 1970.
2 Clearinghouse - Waiver of A-95 review being requested he program cover letter based on the fact that the is solely stage construction of the pavement structure ety improvement.

ents: Negative Declaration was concurred in by 1973.

None required under paragraph 6c of PPM 20-8.

Design approval was considered granted for the project by the BPR prior to January 14, 1969, the f PPM 20-8, based on the fact that in their memorandum 67 they approved an overlay of high-type pavement structural strength of the traffic lanes and shoulders as stage construction on this project for estimating purposes for the 1968 Interstate 104(b)(5), Title 23 USC, Cost Estimate. The BPR further approved on October 2, 1968 a minor program change to Project I-80N-6(37)226 to add preliminary engineering for an asphaltic concrete pavement overlay. Furthermore, the FHWA under memorandums of August 15, 1973 and August 17, 1973 approved the depths of overlay for the project.

The proposed revision of the westbound exit ramp of the Deadmans Pass Interchange was approved as a safety project by FHWA under memorandum of March 25, 1974.

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices related to Highway Safety", constitutes design approval for safety work of this type. Therefore, design approval for the safety work is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

Unusual Circumstances: It is possible that the specifications for this project will require the contractor to utilize STate furnished aggregate shoulder material for all or a portion of the aggregate shoulder material needed for the construction of the project. If State furnished aggregate shoulder material is specified, justification to utilize and Federal participation in cost of the material will be accomplished as a separate action.

NOTE:
(1) On-the-job trainees, as set forth in FHWA Order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.
(2) The seven items as set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project are covered in the negative declaration.
(3) This project is in Congressional District No. 2.

8655

80N

FORM 2-90 (REV. 10-61)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

P.O. Box 459, Pendleton, 97801

June 14, 1974

SUBJECT: Material Source
Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Umatilla County

To: Mr. W. E. Schwartz
Regional Engineer
LaGrande

Regarding the pit for the above project, I have contacted Mr. Pete Watson of the Umatilla County Planning Commission in regard to the use of the pit. A plan was submitted to him and he advised that a permit would be issued after the 10th of July meeting.

A copy of the pit plan was handed to Thelma Reike of the Umatilla Indian Agency and there appears to be no problems in acquiring a lease. Mrs. Reike advised that use of this pit has been discussed with the Agency planner and that there are no problems in this area.

The main points of concern regarding the pit is the royalty. We have offered $0.10 per cu.yd. They are requesting $0.15 per cu. yd. They want the lease to terminate upon completion of the project. They want the acreage leased held to a minimum. They requested that as much timber be preserved as possible. They want the topsoil piled and seeded. They want the work area confined to the pit.

I see no problems in meeting these requirements except the royalty and possibly they will accept the $0.10 we offered. Economically, it would be justified to pay the $0.15 since this pit is located near the center of the project. Haul cost would be reduced in comparison to the pit at Meacham and these savings would be reflected in the unit prices. Average haul from this pit is 3 miles less than the Meacham pit.

This same pit has been leased on two previous occasions, one in 1941 and again in 1958 and the original drawing is No. 1R-1-1500. I believe that this is the source to utilize for this project and that it should be included in the plans. I am sure that all the details can be resolved without any delay.

WCFerguson

W. C. Ferguson,
[illegible] Engineer

1 T

ROAD

WCF:en
cc.: Frank Terpin
Don Trout
Verne Allen
File

REFERRED TO

[illegible] [illegible]
[illegible] [illegible]
[illegible] [illegible] 10.

Return ☑ Forward ☐
[illegible] ☐ File ☐

BY FINAL DESIGN ENGINEER

THIS CERTIFIES THAT A

ZONING PERMIT

Has been issued to STATE HWY DEPT

for a HOT PLANT & CRUSHER in the SE 1/4 of the SE 1/4 of Sec 6

in Township 1N Range 35 Tax Lot 2200

Application No. 634

Zoning Administrator

POST ON PREMISES IN PLAIN VIEW

Umatilla County Planning Commission

FEE COLLECTED:
UCPC $ 636
DEQ $ —

UMATILLA COUNTY PLANNING COMMISSION

COUNTY COURTHOUSE - PENDLETON, OREGON 97801 - PHONE 276-7111, EXT. 314

JOINT APPLICATION: ZONING PERMIT
SEWAGE DISPOSAL PERMIT

I PLANNING COMMISSION

Date Rec'd. ____

(Please print or type)

LEGAL OWNER Arthur Parr MAILING ADDRESS Umatilla indian Res.

TELEPHONE ____ STREET ADDRESS OR LOCATION [illegible]

Legal Description: SE ¼ of SE ¼ of Sec. 6 Twp 1N Range 35 EWM. Sheet No. 1N35 TL No. 2200

Subdivision — Lot — Block — Present Zoning F-2.

Sq. ft. or Acres 15 Lot Width 495 ft. Lot Depth 1320 ft. Legal Access EASEMET

Proposed Setbacks: Front — ft. Side — ft. and — ft. Rear — ft.

Lot coverage — Signs — Building Heights — Parking —

Proposed Structures 1. STOCK PILE Sq. Ft. — Bdrms — Baths —

2. HOT PLANT & CRUSHER Sq. Ft. — Bdrms — Baths —

Date Approved ____ Zoning Approval ____

II OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY

Proposed water supply: Public ___, Community ___, Spring ___; Well: Drilled ___, Driven ___, Dug ___.

Proposed sewage disposal: Public ___, Septic Tank ___, Pit Privy ___, Garbage Disposal ___, Other ____

New System ___, Repair, alteration, extension ___.

D. E. Q. Requirements: Septic tank min. capacity: ___ gals. Distance from well: ___ ft.

Disposal Field: ___ Lin. ft.; Trench width: ___ ft.; Trench depth: ___ ft.; Area: ___ sq. ft.;

Between lines ___ ft.; Gravel: Above tile ___ in.; Below tile ___ in.

Date received ____ 197_ Approved ___ Disapproved ___ Sanitarian ____

III CERTIFICATION

I hereby certify that the above information is correct and understand that issuance of a permit based on this application will not excuse me from complying with effective Ordinances and Resolutions of the County of Umatilla and Statutes of Oregon, despite any errors on the part of the issuing authority in checking this application.

____
(Owner or Agent)

APPROVED TO START CONSTRUCTION:

By ____ Date ____ Application No. ____

Inspections: Date ____ Inspector ____ Remarks ____

Date ____ Inspector ____ Remarks ____

8055

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Memorandum

Box 300
Salem OR 97308

DATE: June 14, 1974

In reply refer to: 10-41-A

SUBJECT: Oregon Project I-80N-6(-)
Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Asphaltic Concrete Overlay

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

In accordance with discussions with Mr. Terpin, our August 15, 1973 memorandum is revised by replacing the reference to Station 760+50± with Station 830+50±.

for G. L. Green

NOTED
E. S. HUNTER

cc Terpin
6-19-74

RECEIVED
STATE HWY ENGR
JUN 17 '74
REFER TO Hunter
FOR

NOTED
A. E. JOHNSON

RECEIVED
JUN 17 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8055

June 10, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

West Emigrant Park Interchange
Deadman's Pass-Meacham
Old Oregon Trail Highway
Umatilla County

Your letter of May 17 requested information on specific operational or accident experience to support the proposed revision to the subject interchange.

Accidents are nil on this particular on-ramp; however, the traffic hazard potential is there. It is our feeling that this design should be revised before the fact rather than after.

Similar designs have been approved for reconstruction on such interchanges as Fern Valley, Green Springs, North Jefferson Junction, Saginaw and Weaver.

The present design of the West Emigrant Park northbound on-ramp is hazardous and should be revised while we are in the area doing a safety project.

The preliminary layout sheet is returned for your approval.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER LWR
E. S. Hunter
Assistant State Highway Engineer

Attachment
DNS:we js

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
W. E. Schwartz

Form FHWA 121 (Rev. 6-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 17, 1974

In reply refer to: 10-41-A5

SUBJECT: Oregon I-80N-6(-)
Deadmans Pass-Meacham Section
Old Oregon Trail Highway
West Emigrant Park Interchange

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We are returning the preliminary layout sheet submitted by Mr. Hunter's letter of May 13, 1974. We would appreciate information on any specific operational or accident experience which would support the proposed revision. From a general view of the existing design and traffic, the benefits from the revision are not apparent.

E. J. Valach
for G. L. Green

Verstieg
Ols R/W
JBH

Enclosure

1
2

ROAD
SECTION

RECEIVED
MAY 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
MAY 20 74
REFER TO
Hunter
FOR

May 13, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

West Emigrant Park Interchange
Deadmans Pass-Meacham
Old Oregon Trail Highway
Umatilla County

Attached is a preliminary layout sheet on the subject interchange showing a revised on-ramp and frontage road set up. The existing design in our opinion contains a "surprise" in that traffic proceeding to the highway on the entrance ramp should not expect two way traffic. Our proposal will eliminate this hazard and provide a standard acceptable design. No right of way will be required.

A safety project covering this area will be contracted in the near future and your approval to include this revision with safety funds is requested.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

DNS:jh jf

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-80N-6(-)
Deadmans Pass-Meacham Section
Old Oregon Trail Highway
West Emigrant Park Interchange

DATE: May 13, 1974

In reply refer to: 10-41-A5

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Your recently circulated preliminary plan for this interchange showed a proposed ramp revision. We would appreciate information on any specific operational or accident experience which would support the revision. From a general view of the existing design and traffic, the benefits from the proposed revision are not apparent.

G. L. Green

1 Versteeg
2 A. Olson
Terpin
Scott
Swanson
R. Olson
Trout

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MAY 15 '74
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FOR

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MAY 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 8, 1974

TO E. S. Hunter, Assistant State Highway Engineer

FROM J. H. Versteeg, Road Design Engineer

J H Versteeg

SUBJECT W. Emigrant Park Interchange
Deadmans Pass-Meacham
Old Oregon Trial Highway
Umatilla County

NOTED
E. S. HUNTER

Attached is the preliminary layout sheet on the subject interchange showing a proposed revision to the easterly ramp and frontage road. This revision is necessary to remove the present unexpected hazard of two way traffic on a portion of the on-ramp.

There is a safety project being worked up in this area and this proposal should be included with it.

Your approval is requested.

DNS:jh

5-9-74
orginal and signed
layout sheet to
Hal Versteeg.

RECEIVED
MAY 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8055

80N

FORM 81-734-9030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 4, 1974

FROM: L. L. Wallace
L. L. Wallace
Bridge Design Engineer

TO:

Mr. Lyle Watson
Design Team Supervisor

SUBJECT:
Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Umatilla County
Culvert Extension
Bridge No. 8273

Our recommendation for alteration to the 13' x 13' culvert at station 1021+40+ is to extend the culvert as shown on drawing 17292. Fill height at the ends of the existing culvert would cause considerable overstress in existing parapet and wingwalls if we were to increase the height of the existing walls.

TGT:dh

1 Versteeg V
A. Olson T
2 Trapp
Scott
Swenson
R. Olsen
Trout 4

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Orig & Copy - Watson

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File ☐
BY FINAL DESIGN ENGINEER

NOTED
L. K. WATSON

8055

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 4, 1974

In reply refer to: 10-41-A5

SUBJECT: Oregon Project I-80N-6(-)
Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Umatilla County

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Hunter's May 31, 1974 letter, we concur in the selection of concrete barrier in the median of the subject project.

R. M[illegible]
for G. L. Green

6-7-74
Copy to Versteeg
Schwartz
Swenson
Chase
Watson

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TE HWY ENGR

JUN 7 '74

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FOR

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NOTED
E. S. HUNTER

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JUN 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8055

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 31, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Umatilla County

This project (present ADT is 4450) has an 8.4 foot wide paved median strip for 2.5 miles of its length. The existing W-beam median barrier was installed in 1959 without blocks on posts spaced 12'-6" apart with the top of the rail 25 inches above the paved median surface.

The project is planned for a pavement overlay in addition to slope flattening and safety upgrading. The depth of overlay will be 4-1/2 inches making it necessary to raise the existing median barrier to the new standard. The cost of replacing the existing metal barrier with current standard metal barrier is estimated to be $17.50 per linear feet. The cost of replacing it with precast concrete median barrier is estimated to be $15.00 per linear feet.

A drawing is attached showing that the concrete barrier will provide 3' - 1-1/2" clearance to the fast travel lane while the metal barrier provides only 3'-0". The cost of reconstruction of the cross section to provide more median width cannot be justified because of the low traffic volume.

We believe concrete barrier should be the type selected for this project and ask your concurrence in this choice for the following reasons:

1. Minimum design clearance cannot be provided with the metal barrier in the 8.4' median.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

80N

2. The barrier must be raised to provide for an overlay.

3. Concrete median barrier is less expensive than the metal barrier.

4. Concrete median barrier of the New Jersey type has been demonstrated to more safely re-direct errant vehicles than the metal barrier.

5. Icing conditions are a hazard in the area.

6. Use of concrete median barrier requires less maintenance. Therefore, safety to the motorist is enhanced and also to maintenance forces.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

Attachment

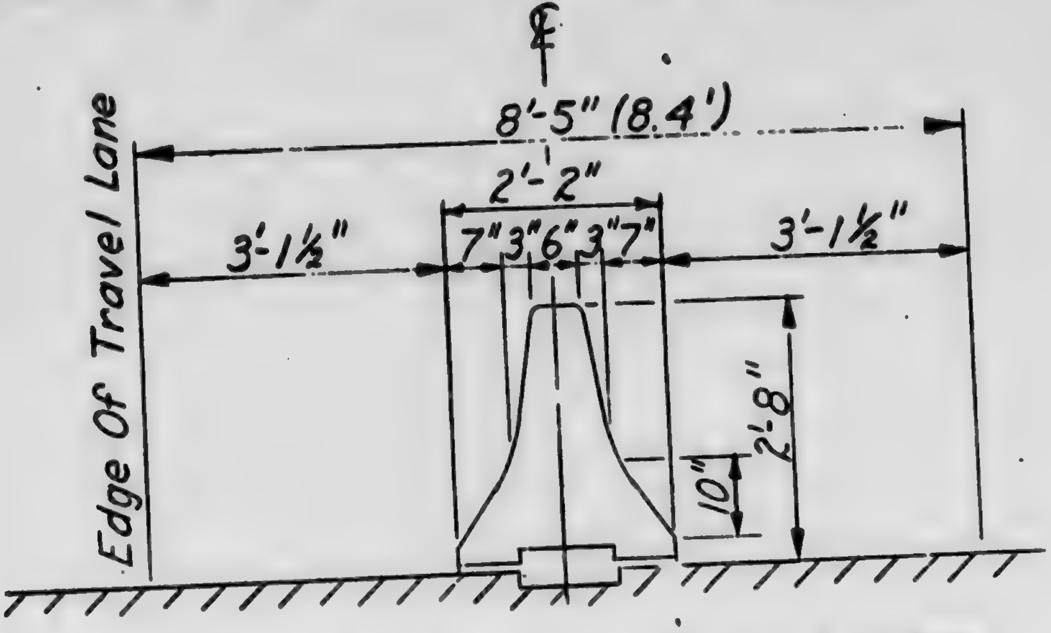
FET:we js

bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg ✓
W. E. Schwartz
C. G. Swenson
R. N. Chase
Lyle K. Watson

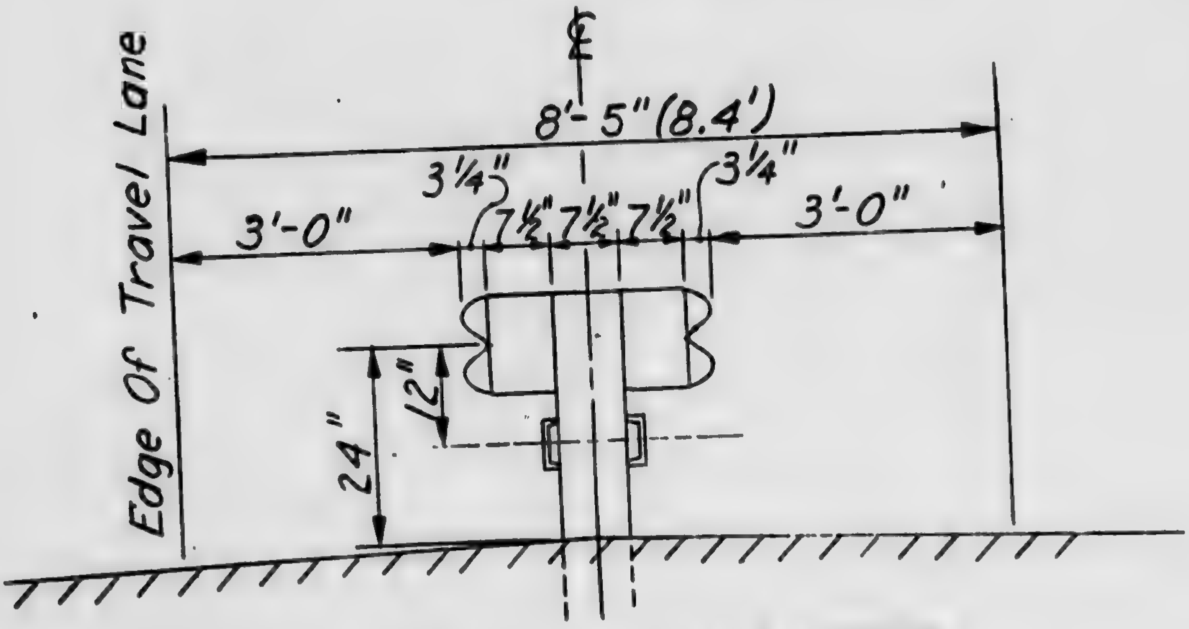
1 ✓
2 T
we COPY
K
we COPY Watson

RECEIVED
Prepare Reply ☐

CLEARANCE IN MEDIAN
FOR
CONCRETE & METAL MEDIAN BARRIERS



CONCRETE MEDIAN BARRIER



METAL MEDIAN BARRIER

EMIGRANT HILL - MEACHAM SECTION
OLD OREGON TRAIL HIGHWAY
UMATILLA COUNTY

3055

80N

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

1 ✓
2 ACR
3
Scott
Swanson
R. Olson
WL Copy Trout KA

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ROAD DESIGN SECTION

Read & Study
Acquire
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DATE May 31, 1974

TO MEMO TO THE FILES

Lyle K. Watson

FROM Lyle K. Watson, Design Team Supervisor

SUBJECT **Emigrant Hill-Meacham**
Old Oregon Trail Highway
Umatilla County

A plans in hand review was held in La Grande on the subject section, Thursday, May 23, 1974 with the following personnel.

W. E. Schwartz, Regional Engineer
Dale Allen, Regional Construction Engineer
Wm. Ferguson, Resident Engineer
John Hagedorn, Resident Engineer
E. Valach, FHWA
R. Nichols, FHWA
Norman Henry, Designer

Regional Engineer Schwartz requests that the excess shoulder aggregates crushed on the Meacham-Hilgard Section be used on the Emigrant Hill-Meacham Section.

A state-owned material source at Meacham is a suitable source. An existing source right of Station 440± is being investigated. It is on Indian Reservation lands. Region to obtain necessary permits and prepare development plans. Access to the highway can be made with a temporary access westbound and eastbound at the location of an existing 13' x 13' equipment pass.

Mr. Nichols to ascertain if the FHWA to participate in the replacement of existing Type 1 fence.

Native soils to be stockpiled and spread over the new cut slopes. Embankment slopes are also to be covered with native soils.

A 2" or 2-1/2" plastic water main to be installed from the westbound rest area at Deadmans Pass to the East Emigrant Park interchange. The pipe to be placed within the median and final details to be provided by Bob Knapp of the Bridge Section.

The proposed dikes in the median at median drains to be reduced to 1-1/2 times the culvert height. This will reduce the use of the dikes as car turn-arounds in the median.

Some signs have been installed on break-away posts on the spot safety project. Embankment slope flattening will be reduced in these areas rather than fill around the sign bases or relocate them.

The guard rail flares, anchors, end pieces, mounds, concrete shoulder barrier, drainage, etc. on the spot safety project is being installed to fit the alignment and grades on the subject project. The regional engineer instructed the present contractor not to paint the rail members in these locations. An item for stripping the paint from these rail members to be included as a bid item. Final Design will provide the specifications with this quantity. All painted galvanized guard rail removed and reinstalled will have the paint stripped from the rail members.

An existing rock cut, Station EB 1100 to 1119 is to be widened. A serious freezing condition exists because the sun does not shine on the pavement during the winter season.

The region will take cross-sections at approximately 1000 foot intervals of the existing rock shoulders in the median and outside shoulder area and submit to the Design Section. This will enable the design in computing quantities of aggregate shoulder materials required.

An existing equipment pass at Station 1021+25 requires a revision of the parapet and wing walls to contain the shoulders of the proposed overlay. This will be submitted to the Bridge Department for the review. This item submitted to the Bridge Section May 30, 1974.

The existing guard rail from Station 930± to 1085± is non-galvanized painted rail and will become the property of the contractor.

The flexible guide posts and plastic pavement arrows will be deleted. The guide posts shatter when hit by vehicles during the winter months.

The contour grading of the NE Quadrant shown on Sheet 19A cannot be justified. Excessive amount of material required with little reduction in guard rail removal.

The writer is to review with preliminary design the 40°C on the entrance and exit ramps at the East Emigrant Park Interchange.

Revisions of the existing drainage will be made as observed and agreed to during the field review.

LKW:we
cc: L.L. Wallace
C. T. Keasey
C. G. Swenson

8055 80 N

FORM 2-90X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE May 28, 1974

TO Verne Allen
Right of Way Supervisor

LA GRANDE

FROM Dale D. Allen
Regional Construction Engineer

SUBJECT Material Source
Emigrant Hill-Meacham

REFERRED TO
Cole Reed
Eriksen Sample
Hager [✓ Watson] LW
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

On the above contract scheduled for July we have need for a quarry.

A suitable quarry has been located on Indian land near Deadmans Pass. Bill Ferguson has contacted the Indian Agency and located the owner of the land. From his preliminary contact they have indicated that there should be no problem in obtaining approval to use the existing quarry.

Please arrange to meet with Bill and the owner and obtain the necessary agreement to utilize this quarry.

By a copy of this letter I am asking Bill to advise you when a meeting can be arranged. Bill will provide a description and appropriate map.

1 Versteeg V
A. Olson
2 Turpin T
Scott
copy Swenson
R. Olson
Trout ✓

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MAY 29 1974
ROAD DESIGN

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DDA:je

cc: Lyle Watson
Bill Ferguson

8055 80N

FORM 8-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 20, 1974

TO MEMO TO THE FILES

Lyle K. Watson

FROM Lyle K. Watson, Design Team Supervisor

SUBJECT Emigrant Hill-Meacham
Old Oregon Trail Highway
Umatilla County

At the request of Dale Allen, I contacted Richard Nichols of FHWA relative to placing a 2" or 2-1/2" plastic water pipe in the median area adjacent to the westbound lanes. The water pipe will be from the westbound rest area at Deadmans Pass to Emigrant Springs Park. Final details are to be supplied by Bob Knapp of the Bridge Section. It was proposed by Dale Allen to have this water pipe included in the named section. Mr. Nichols says that there will be no objections on the installation of this pipe.

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Sh Copy [illegible]
R. Olson
Trout A

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MAY 28 1974
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LKW:we
cc: Dale Allen, Region V

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Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

8055

I-80N

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE May 7, 1974

Beltz Well

TO F. W. Yarbrough
Soils & Geology Engineer

FROM William P. Milne
Geophysicist

John F. Demezas
Geophysicist

SUBJECT
Analysis of Pump Test of Well
in SW¼ of NE¼ of Sec. 8, T 1N, R 34E
in Median, Station 894, Emigrant Hill
Old Oregon Trail Highway I-80N
Umatilla County

The above analysis was recently completed at the request of Vern Moore, Region 5 Geologist. The results of the pump test indicate a fracture zone between 464' and 476'. This zone outcrops less than one-half mile away in Lost Pine Creek, Red Hawk Gulch, and Putawa Creek. There are some springs in Putawa Creek at about the right elevation. Thus it is probable that the above zone would contribute water during the recharge season; however, during the summer and fall months, the zone would take water from the well. It is suggested that this zone be cemented off before placing the well in use.

The results of the pump test also indicate that the well, following a good recharge season, could sustain 25 GPM for one week of continuous pumping.

If this well is to be put into heavy sustained use, it is recommended that:

1. the zone (460-480) be cemented off.
2. a pump be set to deliver 20 GPM to the surface from a 600' depth (pump intake set below 600').

WPM:af

cc: Victor D. Wolfe
W. E. Schwartz
J. H. Versteeg (Roy Olson)
Walter J. Hart (Bob Knapp)
Vern Moore

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
2 R. Olson RO
Trout

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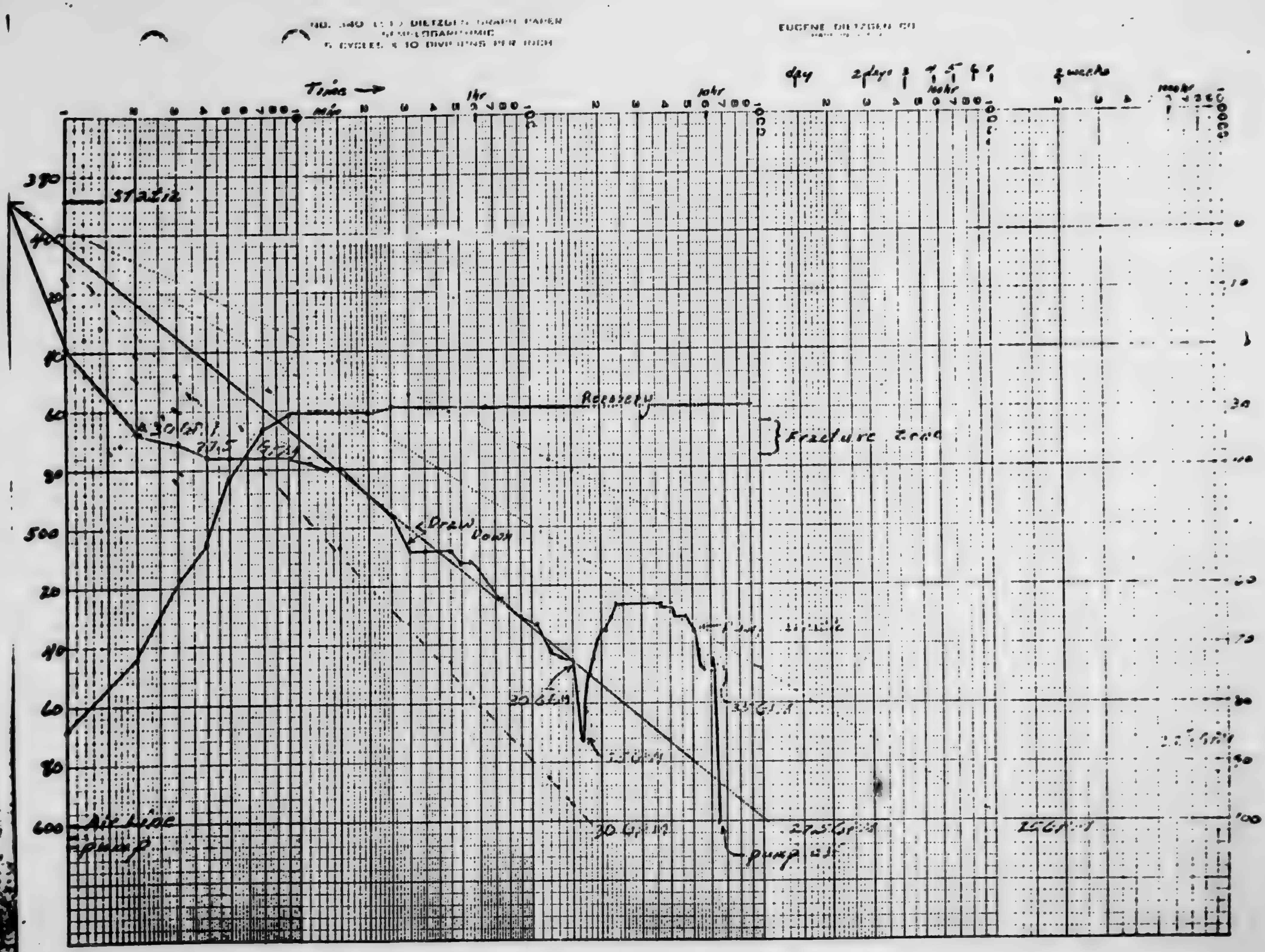
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EUGENE DIETZGEN CO.
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Draw Down
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Fracture Zone
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22.5 G.P.M.
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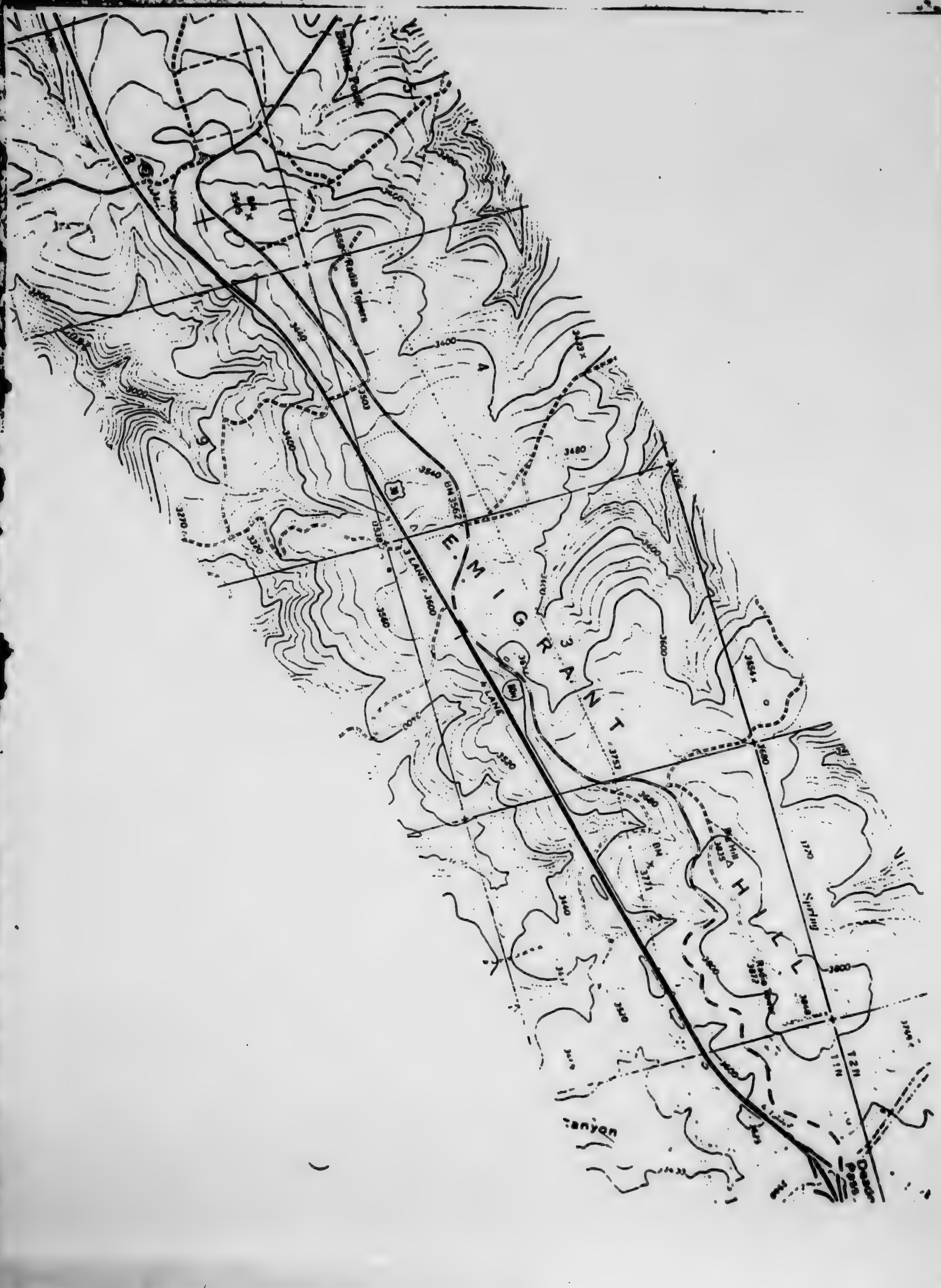
Bellows Point
Radio Towers
EMIGRANT
HILL
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BM 3562
BM 3771
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Spring
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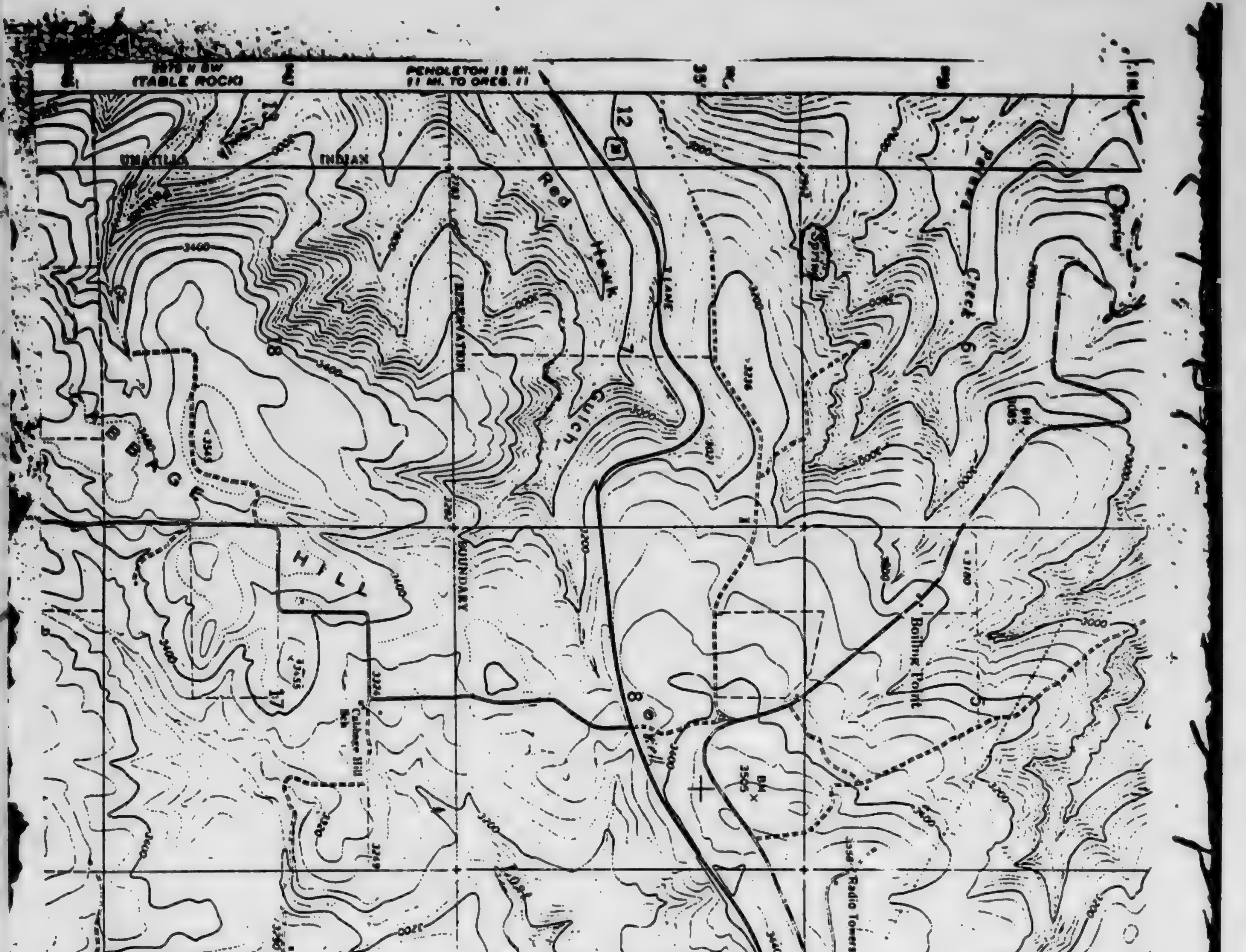
T1N
Canyon
Deadman Pass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Red Hawk Gulch
LANE
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Creek
CABBAGE
HILL
Cabbage Hill Sch
Boiling Point
Radio Towers
BM 3505
Spring
EMIGRANT
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3055

Salem, Oregon

April 9, 1974

Dale Allen, Regional Construction Engineer

F.E.P.

Frank E. Terpin, Final Design Engineer

Emigrant Hill - Meacham
~~Old Oregon Trail Highway~~
Umatilla County

A request was made for a material source on the subject section on March 28, 1974. This project has been placed on a priority list to be contracted as soon as plans can be completed. Therefore, it would be appreciated if we could have the development plan and surface mining permits requested in the previously mentioned letter by May 31, 1974.

1 Versteeg ✓
A. Olson
✓ Terpin
Scott
Swenson
R. Olson
Trout 4

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APR - 9 '74
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FET:ew
cc: C. G. Swenson
D. Trout
Lyle K. Watson

9055

7-8-N Truck Escape Ramps

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BY FINAL DESIGN ENGINEER

Bring your plan

Gravel on Emigrant Hill's Escape Ramps Causing Trouble

The escape ramps coming down Emigrant Hill are getting a lot of use, but gravel on them is causing some problems.

The object of the escape ramps on Interstate 80 North, for westbound traffic, is to give runaway trucks on the steep grade a way of stopping without tipping over.

"To a guy with no brakes the escape ramps probably look pretty good. It would be awfully bad not to have brakes and have to ride it down," said Kenneth D. Karnosh, assistant district engineer for the State Highway Department, Pendleton.

Karnosh said it is Oregon's first experience with escape ramps, though they are used on the east coast.

The ramps are graveled with rock from one-eighth inch to three-eighth inch around, according to Karnosh.

The problem is that the gravel extends almost to the freeway.

Truckers and cars, often just pulling off near the ramp to rest, get stuck in the gravel and have to be towed out, Karnosh said.

The highway department is planning to take out a lot of the gravel, "To have thinking room so the driver can back out," according to Karnosh. Much of the gravel within about 150 feet of the ramps will be removed. It will be tapered back from there to the top of the ramp.

There are "no parking" signs at each escape ramp. The ramps are supposed to be clear in case of an emergency.

From Tuesday last week to Tuesday of this week, the escape ramps were used five times, according to state police logs at Pendleton.

The most recent use was Tuesday when the brakes on the trailer of a truck and semi-trailer rig failed.

According to the report to state police, the brakes on the truck wouldn't hold it and the driver cut off into the lower escape ramp, about 10 miles east of Pendleton.

Sunday a car used an escape ramp when its brakes gave out. Last Friday a truck driver missed a gear and his brakes heated up. Wednesday a truck loaded with junk lost its brakes and last Tuesday a Volkswagen stopped at an escape ramp and got stuck up to its frame. It had to be pulled out.

The escape ramps were put in last summer when the highway on Emigrant Hill was widened from three to four lanes.

Before, there were several warning signs prior to the downhill grade, and several areas for truckers to pull off and check their brakes before proceeding down.

☒ RE ☒ RCE ☐ REE ☒ RME
☒ ROE ☐
☐ RDE ☐

MAR 13 1974
RECEIVED
REGIONAL OFFICE

#8055

80N

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 28, 1974

TO Dale Allen, Regional Construction Engineer

FROM Lyle K. Watson, Design Team Supervisor

Lyle K. Watson

SUBJECT

The following list of projects will require material sources to furnish the quantities as shown. These quantities are totals for shoulders, base and asphaltic concrete pavement.

A development plan should be made for each site and approved by the local Planning Commissions. Also, initiate surface mining permits for the Department of Geology and Mineral Industries and have them approved by the County.

Project	
Emigrant Hill-Meacham	162,000 Cubic Yards
S. Baker-Encina	47,000 Cubic Yards
Encina-Pleasant Valley	93,000 Cubic Yards
Benson Creek-Olds Ferry	45,000 Cubic Yards

LKW:we
cc: C. G. Swenson
Donald L. Trout

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8055

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 25, 1974

In reply refer to: 10-41-A5

SUBJECT: Oregon Project I-80N-6(-)227
Deadmans Pass Interchange
Emigrant Hill-Meacham Section
Old Oregon Trail Highway

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Hunter's March 18, 1974 letter, the westbound exit revision and the eastbound exit signing revision are approved for Federal safety funds participation.

for G. L. Green

Westbound entrance accel. lane
[illegible] previously approved

3-29-74
Copy to Versteeg
Schwartz

1 Kreitzberg
2 A. Olson
3 Torpin
4 Scott
5 Swenson
R. Olson
Trout

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MAR 29 1974
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BY FINAL DESIGN ENGINEER

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MAR 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E. [illegible]

March 18, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Deadmans Pass Interchange
Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Umatilla County

On February 7, 1974, we transmitted a preliminary layout sheet to you requesting approval of the revision of three ramps on the subject interchange as a safety revision. Your letter of February 27 approved the need for the acceleration lane extension on the westbound entrance ramp.

The westbound exit can be revised for about $10,000 to $15,000 to provide a more standard off that will not come off the curve on a tangent as it presently does.

The eastbound exit ramp will be costly to revise and a field inspection indicates we can probably remedy the situation by some sign changes. We, therefore, propose that the signing changes be done in the project; however, if a problem still exists we may wish to request other corrective work in the future.

A print of the revised preliminary layout sheet, noting the special case for the eastbound exit, is attached and your approval for the construction with safety funds is requested.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment
DNS:jh jf
bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
W. E. Schwartz

Revised preliminary layout sheet in Road Design.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 27, 1974

In reply refer to: 10-41-A5

SUBJECT: Oregon Project I-80N-6(-)
Deadmans Pass Interchange
Emigrant Hill-Meacham Section
Old Oregon Trail Highway

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

1 Versteeg
2 A. Olson
Torpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 5 1974
ROAD DESIGN

Requires Reply ☑
Requires Approval ☐
[illegible] ☐
[illegible] ☐
[illegible]
[illegible]
Other

Mr. Versteeg's February 7, 1974 letter requested minor modification to acceleration and decleration lanes at this interchange.

It is our understanding that the principal existing deficiency is with the westbound acceleration/merging area where lack of intervisibility between the on-ramp and the main lanes and the relatively short acceleration lane results in undesirable traffic operations. The modest extension of the acceleration lane you propose should alleviate operational problems. This revision is approved for FAI funding.

The deficiencies in the eastbound and westbound exiting areas are not clear. If some more specific evidence of need is available it should be submitted. It has been suggested that the positioning of the exit direction sign for the westbound exit interferes with proper exit operations. This item should be reviewed and the sign adjusted if necessary.

for G. L. Green

3-4-74
Hal

NOTED
E. S. HUNTER
More evidence

ESH.

RECEIVED
STATE HWY ENGR
FEB 28 74
FOR
Info | File ✓

RECEIVED
MAR 1 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Emigrant Hill - Meacham

Final Design — March 6, 1974

Rough Cost Estimate sta 1100-1105 Lt.

Deadmans Pass Intchge. "EB" Off Ramp

400 X 300 ÷ 27 = 4,500 c.y. X #2 = 9,000

Widen 8'

Aggr. Shldr. Mat'l.

8' X 1.29 X 250' ÷ 27 X 1.3 = 124 c.y.

124 X 1.10 X #6.00 = 816

Seal

8 X 250 X 1 X .00621 = 13 ton

Asph .07 X = 1 ton

13 X 1.10 X #8.25 = 116

A.C. Base

8 X 250 X 4 X .00621 = 50 ton

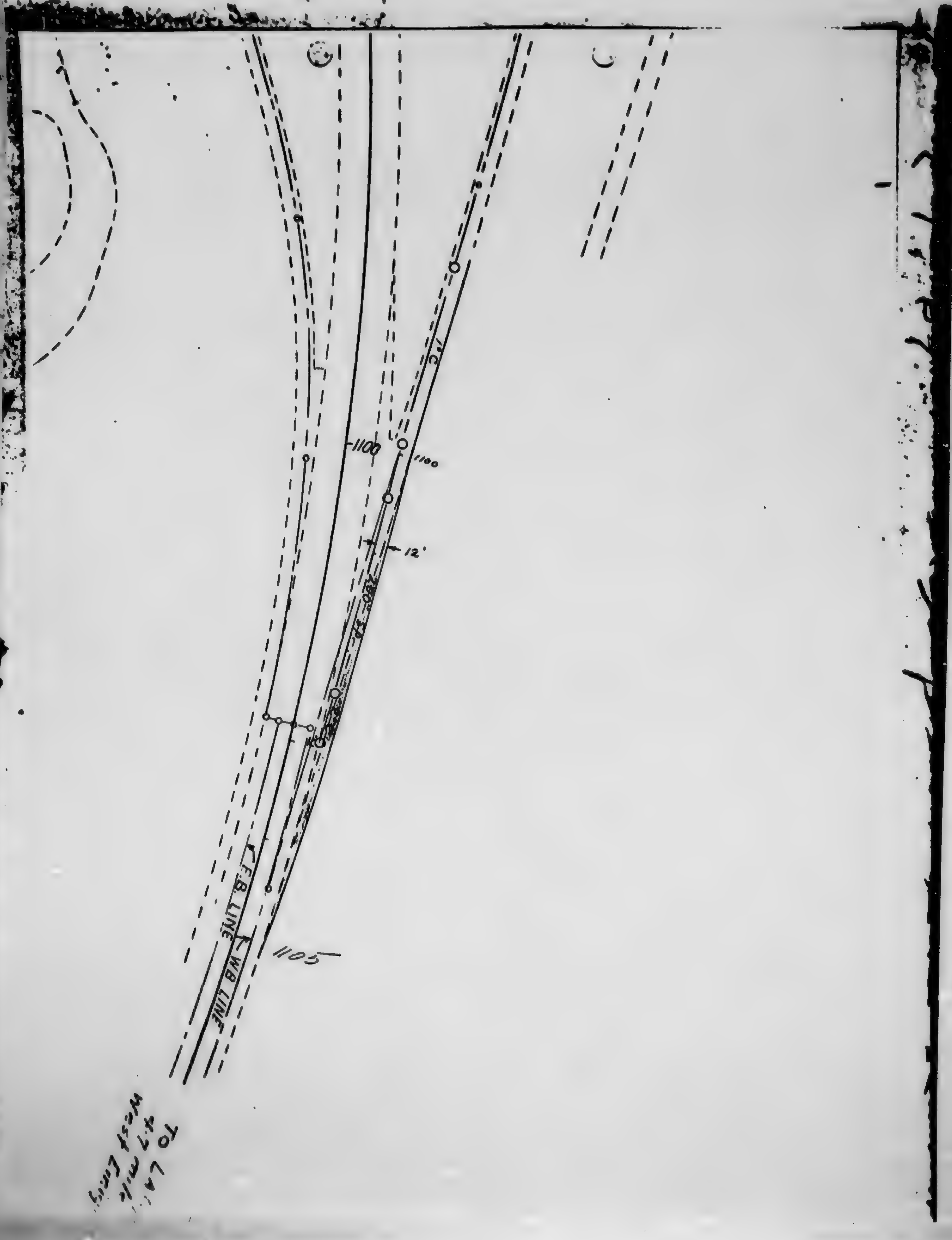
50 X 1.10 X #7.25 = 399

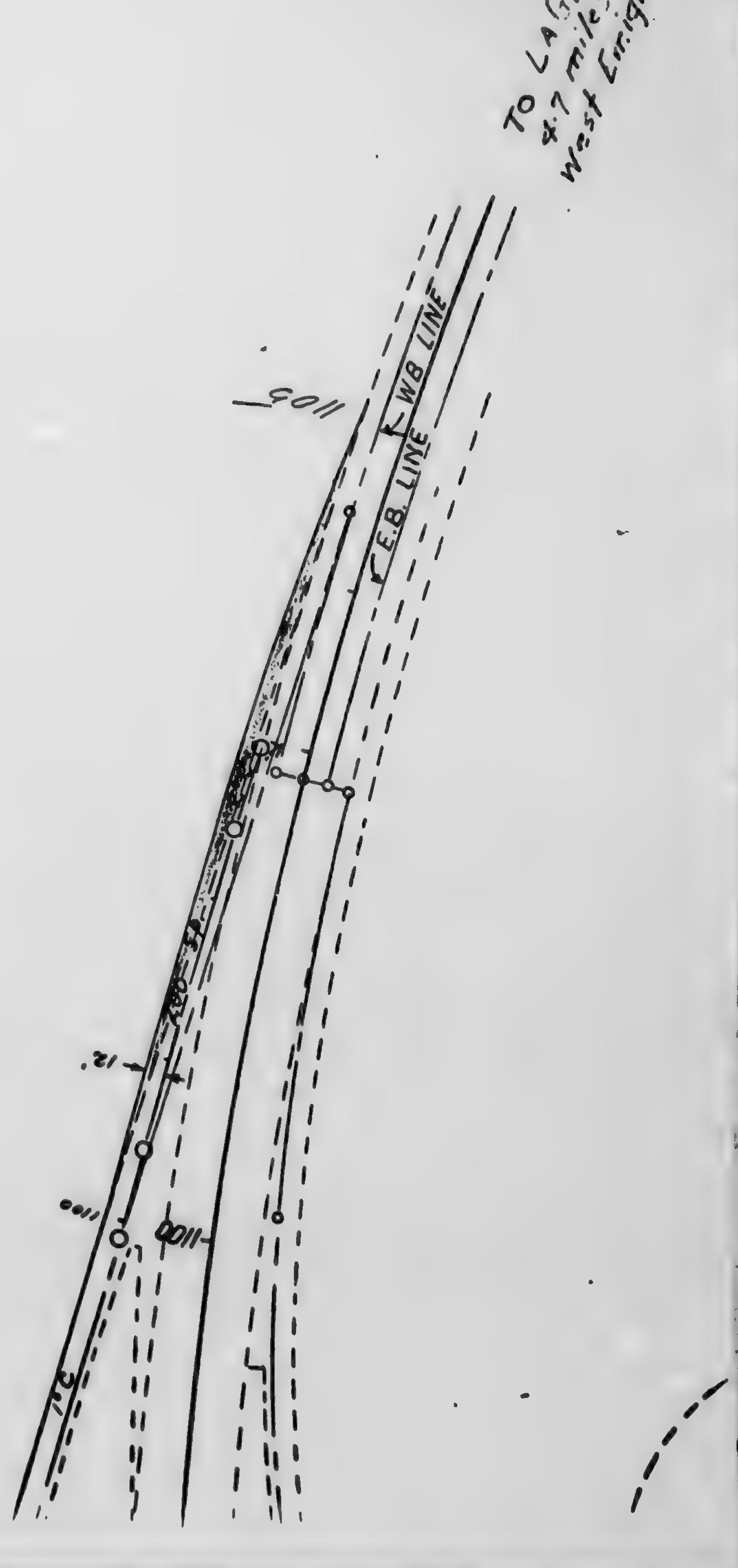
Asph. .065 X = 3 ton

3 X 1.10 X [illegible] = 330

#10,661

1.20 X 10,661 = #13,000


P.C.
1100
1100
12'
280' SP.
C.F.B. LINE
WB LINE
1105
TO L.A.
4.7 mile
West Ening



OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE February 26, 1974

TO D. N. Stoudenmeyer
Preliminary Design Supervisor

SALEM

FROM Warren E. Schwartz
W. E. Schwartz
Regional Engineer

SUBJECT Eastbound Off-ramp
Deadmans Pass Interchange
Old Oregon Trail Highway
Umatilla County

I believe that Dale Allen has discussed with you our thoughts on improving the above off-ramp.

I concur that because of the large volume of embankment required to bring the ramp to standard and because of the low traffic volumes, the expenditure is not justified.

Adequate improvement can be obtained by improving the view of the off-ramp. This can be accomplished by relocating a large Type A sign which blocks the view.

1 Versteeg ✓
2 A. Olson [illegible]
Terpin
Scott
Swenson
R. Olson
Trout A

RECEIVED
FEB 27 1974
ROAD
DESIGN
SECTION

Requires Reply
Requires [illegible]
Received [illegible]
[illegible]
[illegible]
[illegible]
Other

WES:je

Form [illegible]

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET .... OF .... SHEETS

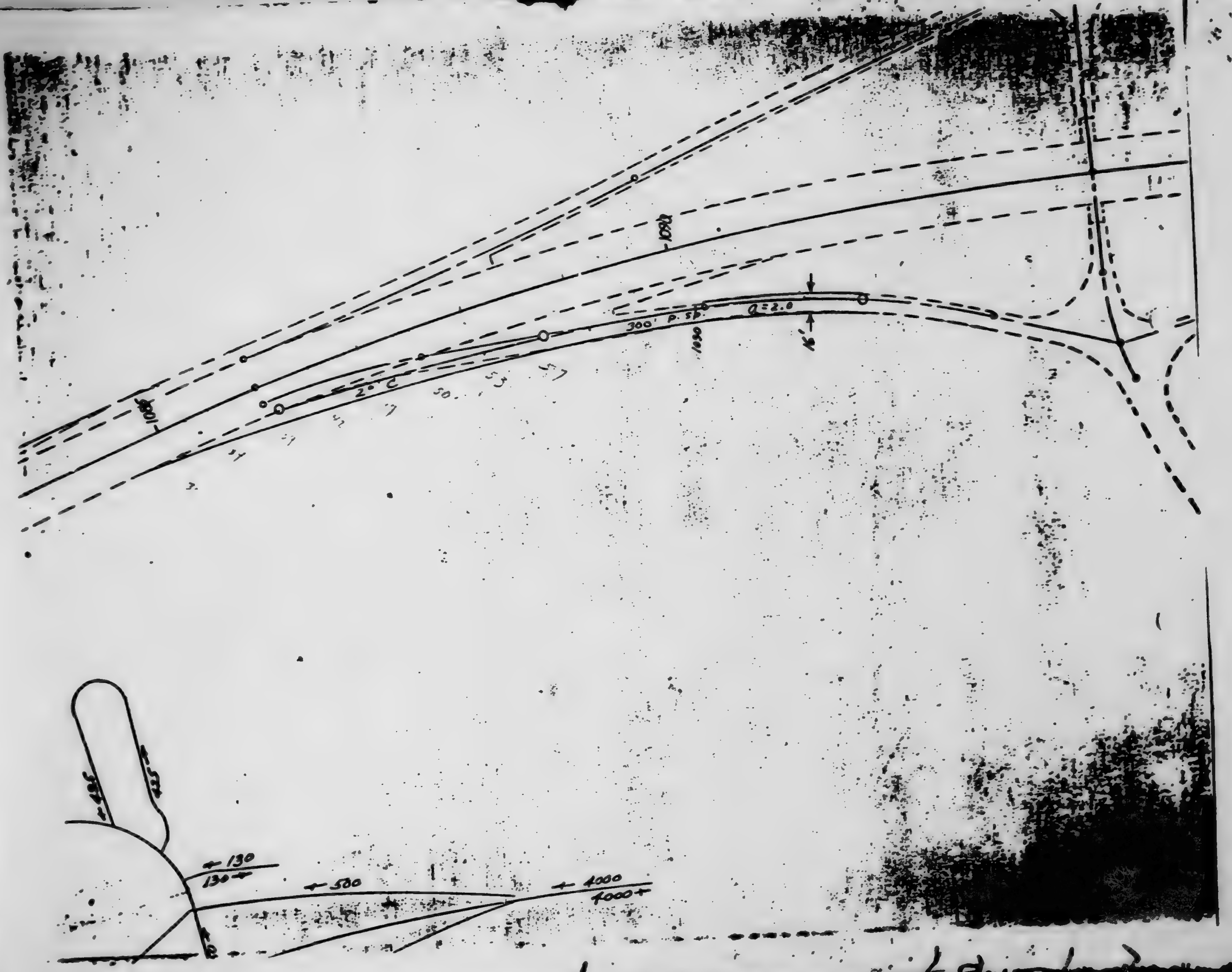
Emigrant Hill - Irrigon Jct.

Estimate - Heppner Jct. "EB" Off Ramp

Due to sliver fills 12' width is required

12' wide x 150' x 250' ÷ 27 = 17,000 c.y.

R/W Required
20' strip
sta. 1086+50 - 1087+50 Approx.


300' P. Sb.
Q=2.0
2° C

8055

80N

Salem, Oregon

February 19, 1974

W. E. Schwartz, Region V Engineer

DNStoudenmeyer
D. N. Stoudenmeyer, Preliminary Design Supervisor

Deadmans Pass Interchange
Emigrant Hill-Meacham
Old Oregon Trail Highway
Umatilla County

It has been proposed that the subject interchange ramps be revised to standard insofar as acceleration and deceleration lanes are concerned. Recent discussions with Dale Allen and Dick Nichols have raised the question that maybe the revision to the eastbound exit ramp, as proposed on the preliminary layout sheet, can be eliminated and the problem of visibility handled with revised or additional signing. The FHWA apparently would accept a cheaper plan on this ramp considering the light traffic volume.

Your recommendation for this eastbound exit ramp is requested. It seems there are no objections to the other ramp revisions as proposed.

DNS:we

1/2

RECEIVED

Stevenson

R. Olsen

Trout 4

ROAD
DESIGN
SECTION

Requests Reply

Bring

Other

8055

80N

Salem, Oregon

RECEIVED ☐

November 9, 1973

W. E. Schwartz, Regional Engineer

Lyle K. Watson, Design Team Supervisor

Emigrant Hill - Meacham
Old Oregon Trail
Umatilla County

The enclosed typical sections of the subject section show the proposal for paving of shoulders at guard rail locations. Two proposals have been shown for each set of stations. Each plan has the face of the guard rail at the edge of the shoulder. The existing rock slope is not wide enough for the normal installation, offsetting the guard rail two feet. Plan One is to pave the shoulder an extra two feet wide and install the posts in the paved area. Plan Two is to pave to the face of the guard rail posts and place shoulder rock on a slope behind the posts as indicated.

Region 5 Recommends use of Plan 2
RCLong

These sections are the same as used on the Meacham-Hilgard Section. Were there any problems in installing the guard rail at either location? Would you please review the proposed sections and make any recommendations that you might feel necessary.

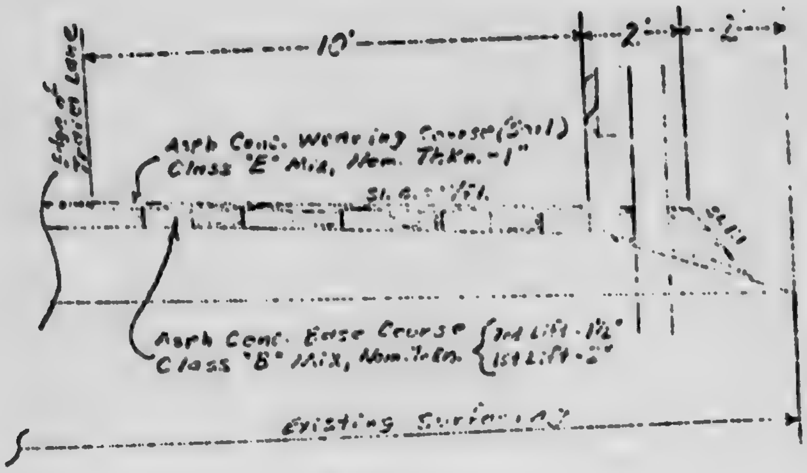
REFERRED TO

Cole
Reed
Eriksen
Sample
Hager
[✓ Watson]
[✓ Return] ☐
Forward ☐
Discuss ☐
File ☐

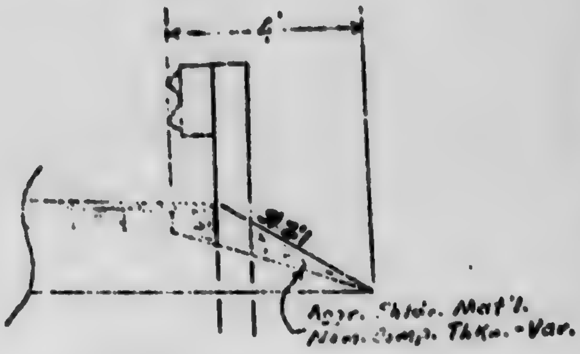
BY FINAL DESIGN ENGINEER

LKW:we
Enclosure

1 V
2 +



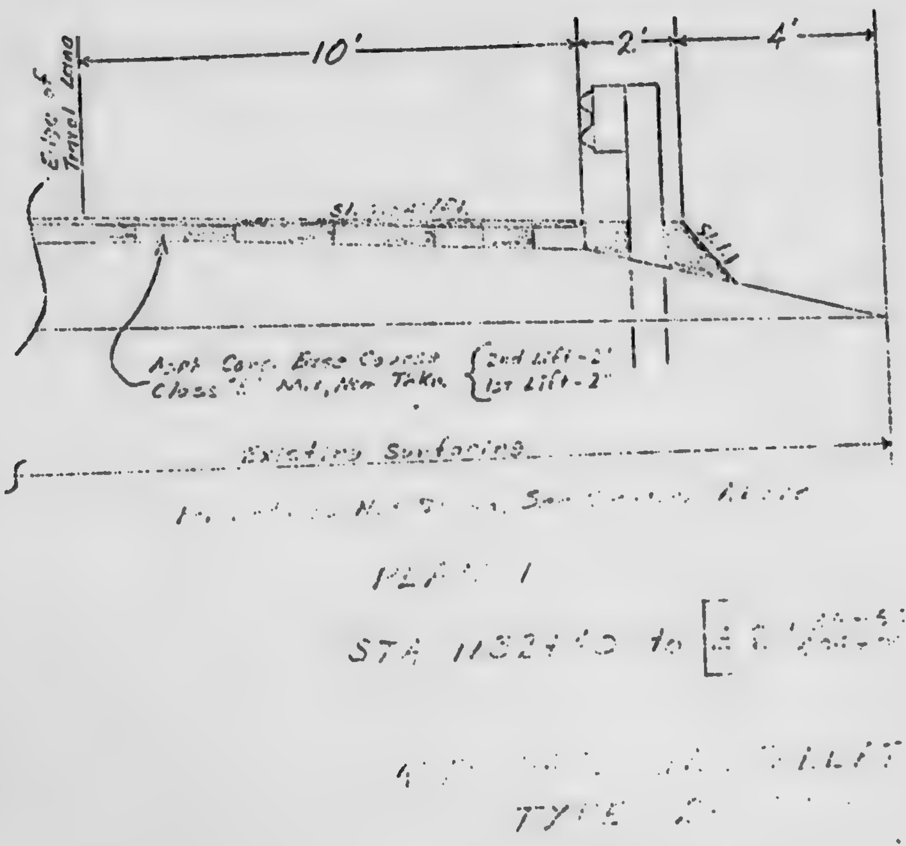
PLAN 1



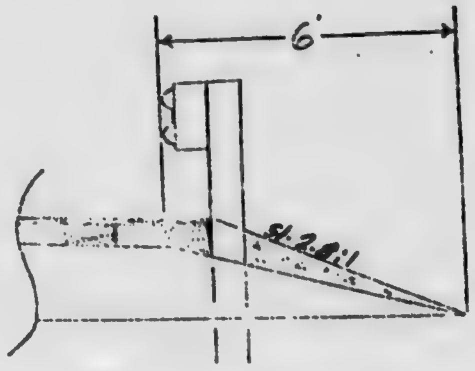
For Details Not Shown
See Section Left

PLAN 2

STA. 980+00 to STA. 1132+40



For Details Not Shown, See Section Right



For Details Not Shown
See Section Left

PLAN 1

PLAN 2

STA 1132+40 to [illegible] STA [illegible]

[illegible]
TYPE [illegible]
[illegible]
[illegible]

805 5

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 17, 1973

In reply refer to: 10-35-A5

SUBJECT: Oregon Project I-80N-6(-)
Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Asphaltic Concrete Overlay

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The 1-inch open-graded plant mix seal for this project is approved. This will be in addition to the overlay approved in our memorandum of August 15, 1973.

for G. L. Green
G. K. Hoosner

8-22-73
Copy Young
Versteeg
Schwartz
Wolfe

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 20 73
REFER TO
Hunter
FOR

RECEIVED
AUG 21 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8055

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 15, 1973

In reply refer to: 10-35-A5

SUBJECT: Oregon Project I-80N-6(-)
Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Negative Declaration

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We concur in the negative declaration for the above project as submitted in Mr. Schroeder's memorandum of July 25, 1973.

G.K. Hossner
for G. L. Green

Copies to Hunter
Young
Byrd
8-20-73

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
AUG 16 '73
REFER TO
Schroeder
FOR

cy adj

8055

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 15, 1973

In reply refer to: 10-35-A1

SUBJECT: Oregon Project I-80N-6(-)
Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Asphaltic Concrete Overlay

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

An asphaltic concrete overlay of 3½" from Station 1002± to 1132+40± and 4" from Station 1132+40± to 760+50± plus a reasonable allowance for leveling is approved as requested in Mr. Wolfe's July 26, 1973 letter.

D. K. Hoover
for G. L. Green

8-22-73
NOTED
E. S. HUNTER

8-17-73
Copy Vic Wolfe

RECEIVED
AUG 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 16 '73
REFER TO
[illegible]
FOR

Cy adj

805-5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

July 25, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Emigrant Hill-Meacham
Old Oregon Trail Highway (I-80N)
Umatilla County

LOCATION AND DESCRIPTION OF PROJECT This project extends approximately eleven and one-half miles along the Blue Mountain summit section of Interstate Highway 80N. The route is the most widely-used east-west highway in the state and is also part of the major transcontinental road system of the Pacific Northwest. The roadway, constructed from 1957 through 1962, reflects the standards of its construction period in regard to safety design features.

Current policies in providing for motorists' safety make it necessary to rework portions of the shoulders and slopes and remove as many fixed objects as possible. Features such as bridge piers and abutments around overcrossings, and posts or guard rails that cannot be removed--because it is physically or economically unfeasible--will be provided with adequate guard rail or impact devices.

Wherever possible, the median area will be flattened, as will the side slopes, in order to provide recovery capability for any vehicle that might overrun the roadway. With less abrupt slopes, much of the existing hazardous guard rail will become unnecessary and will be removed. Where removal is not possible or practical, the rail will be rebuilt to current standards to lessen the dangers of impact.

The roadway will also be upgraded by the application of an asphaltic concrete overlay paving.

PURPOSE OF PROJECT The foregoing modifications, along with other improvements in safety design, are in keeping with the purposes of the nationwide program to make motoring a safer and more enjoyable activity. In Oregon, this program is to cover all substandard sections of the state system with particular emphasis on state highways.

EXISTING ENVIRONMENTAL SETTING The terrain in the project area is described as a high mountain terrace, ranging from 3,000 to 5,000 elevation. It is characterized by many small rocky ridges, 5 to 50 feet high, through which the highway crosses, mostly at right angles. In general, the section lies across a line of climatic demarcation with two distinct visual aspects. To the west of Deadmans Pass, the incline of the terrace slopes downward onto the Umatilla plain, an area of low annual precipitation (10 inches). The resulting vegetative cover consists mostly of sparse grasses and shrubs. East of Deadmans Pass, there is a marked growth of coniferous trees, due to higher amounts of precipitation, and at the eastern end near Meacham, much forest cover is visible from the road.

The topography, climate, and vegetation provide a pleasant visual transition from the Columbia River lowlands and Umatilla plain on the west to the rugged mountainous country to the east.

Within the project limits, the highway passes through and borders part of the Umatilla Indian Reservation, the Blue Mountain Wayside, and Emigrant Springs State Park. None of the foregoing public lands are required for the project, as the work will lie entirely within existing right-of-way and access control lines.

DISCUSSION OF ENVIRONMENTAL IMPACTS The nature of physical impacts of this project will be analogous to those of most road construction projects, on a lesser scale. The resident human population is sparse. Therefore, the major effects will be felt by the road user. There will be other localized effects on the land and roadside vegetation.

Since much of the work is involved in flattening steep side slopes and median areas, it will be necessary to acquire soil and other mineral material. The most readily available material can be derived from some of the many cut banks and steeper slopes within the right-of-way lines. Utilization of this material source, in addition to providing the required fill material, will also make possible seeding and mulching of those source areas. Revegetation is naturally slow because of steep slopes and lack of a rooting medium. After the seeding and mulching, the area will have less exposed and eroded slope area than at present. A further improvement will result from daylighting cut slopes, as the opened sections will offer wider and more interesting vistas to the motorist.

Also, flatter cut slopes promote a better flow of air through and across the highway, which would tend to reduce snowdrifting and icing.

The combination of climate and elevation results in a limited variety of sparsely distributed forest trees and understory vegetation. Conifers that occupy areas required as a source for fill materials will be removed, and their immediate replacement is impractical. In certain places, some deciduous trees or shrubs may reestablish. These plants will provide a habitat in which seedling pines might develop.

Drainage of surface water in the project area is carried in side ditches and cross culverts which empty into existing stream channels. All of the local drainage system is composed of dry gulches with intermittent flows, mainly from November through May. In some locations along the project section, it will be necessary to make changes in the roadside drainage system because of the extended slopes. This could produce a desirable result with respect to the runoff period, as the flatter slopes with vegetation would tend to reduce the rate of runoff and erosion.

In the project area, the game habitat ranges from bare, dry open areas to clusters or patches of standing trees, mostly coniferous species. Big game, upland game and fur bearers such as mule deer, rocky mountain elk, whitetail deer, blue and ruffed grouse, marten, raccoon, and mink represent the more abundant wildlife forms in the area.

Since the Interstate highway was constructed, there has been a problem of game kill along this route, resulting from speed, limited visibility, and the tendency of big game animals to bolt across the path of a vehicle. Opening up steep cuts and flattening out the side slopes will enable drivers to spot an animal at a greater distance or to dodge and recover control in an emergency.

The production of asphaltic concrete to resurface the travel lanes will be carried out in the vicinity of the project and will result in some interruption of traffic as the material is being transported and placed on the roadway. There will also be air pollution and noise associated with construction, but enforcement of existing specifications will keep the adverse effects at a minimum. Because the project in itself does not create additional traffic, it will not contribute to the present levels of noise and air pollution. There will be localized, temporary increases in air and noise pollution during the period of construction.

BASIS FOR NEGATIVE DECLARATION In assessing this project, it has been determined that the work proposed does not require additional right-of-way, does not relocate any persons, and will not generate additional traffic. Further, the project is centered around the promotion of motorists' safety and mobility and will also result in a general upgrading of the facility. It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly affect the quality of social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur ______________________ Date AUG 23 1973
Division Engineer

SJC:dg

cc George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. H. Young
R. E. Royer
W. J. Hart
W. E. Schwartz

8055

36

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

DATE June 13, 1973

TO Frank Terpin, Final Design Engr.

FROM J. R. Hagedorn

SUBJECT [redacted] Hill - Meacham Sect.
Location: 630-1996
Est. of Cost
Slope Flattening vs Guardrail

As per request by Mr. R. A. Nichols, FHWA & Mr. Dale Allen, Region Const. Engr., I am submitting to you the cross - sections & cost estimate for comparison between slope flattening & guard rail on the subject section.

Mr. Nichols will be sent a copy of the cost estimate.

JRH:lo

cc: R. A. Nichols, FHWA
Dale Allen

REFERRED TO
Cole
Eriksen
Hager
X
☐ Forward
☐ File
Discuss
BY FINAL DESIGN ENG.
X

NOTED

Emigran Hill-Meacham Sect.
Location 630-1996

Estimate of Cost: Flattening Slopes Vs Guardrail

Approx. Sta. 609+50 – 617+00 Rt.

Remove Guardrail, 750 lin. ft. @ $1.50	= $1,125.00
Embankment in place, 3,623 cy. @ $1.50	= 5,434.50
18-inch CMP, 15 lin. ft. @ $7.00	= 105.00
Special Inlet, 1 only @ $300.00	= 300.00
Drainage Exc., 15 cy. @ $3.00	= 45.00
①	$7,009.50

Approx. Sta. 646+50 – 649+50 Rt.

Remove Guardrail, 300 lin. ft. @ $1.50	= 450.00
Emb. in place, 2,120 cy. @ $1.50	= 3,180.00
36-inch CMP, 18 lin. ft. @ $13.00	= 234.00
Special Inlet, 1 only @ $300.00	= 300.00
Drainage Exc., 18 cy. @ $3.00	= 52.00
②	$4,216.00

Approx. Sta. 676 – 679+90 Rt.

Remove * 387.5' Guardrail @ $1.50	= 581.25
Emb. in place, 768 cy. @ $1.50	= 1,152.00
36-inch CMP, 10 lin. ft. @ $13.00	= 130.00
Special Inlet, 1 only @ $300.00	= 300.00
Drainage Exc., 10 cy. @ $3.00	= 30.00
③	$2,193.25

Approx. Sta. 700+50 – 708+15

Remove Guardrail, 762.5 lin. ft. @ $1.50	= 1,143.75
Emb. in place, 4,279 cy. @ $1.50	= 6,418.50
36-inch CMP, 30 lin. ft. @ $13.00	= 390.00
24-inch Conc. Culv., 10 lin. ft. @ $9.00	= 90.00
Special Inlet, 1 only @ $300.00	= 300.00
Drainage Exc., 40 cy. @ $3.00	= 120.00
④	$8,462.25

Cost Comparison

Flattening Slopes	[illegible] Guardrail @ $10.00/lin ft
[illegible]	[illegible]

*Remove Guardrail, 750 lin.ft. @ $1.50	= 1,125.00
*Embankment in place, 3,623 cy. @ $1.50	= 5,434.50
18-inch CMP, 15 lin.ft. @ $7.00	= 105.00
Special Inlet, 1 only @ $300.00	= 300.00
Drainage Exc., 15 cy. @ $3.00	= 45.00
①	$7,009.50

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Emb. in place, 2,120 cy. @ $1.50	= 3,180.00
36-inch CMP, 18 lin.ft. @ $13.00	= 234.00
Special Inlet, 1 only @ $300.00	= 300.00
Drainage Exc., 18 cy. @ $3.00	= 52.00
②	$4,216.00

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Special Inlet, 1 only @ $300.00	= 300.00
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Emb. in place, 4,279 cy. @ $1.50	= 6,418.50
36-inch CMP, 30 lin.ft. @ $13.00	= 390.00
24-inch Conc. Culv., 10 lin.ft. @ $9.00	= 90.00
Special Inlet, 1 only @ $300.00	= 300.00
Drainage Exc., 40 cy. @ $3.00	= 120.00
④	$8,462.25

Cost Comparison

	Flattening Slopes	Inst. Guardrail @ $10.00/lin.ft
①	$7,009.50	$9,750.
②	4,216.00	4,750.
③	2,193.25	3,875. *
④	8,462.25	8,250.

* Sht. 12 of plans does not show G.R. to be installed. The lin. ft to be removed was used for cost comparison.

8055

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 23, 1973

Mr. Vernon Cusack
Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Mr. Cusack:

Re: Emigrant Hill-Meacham
Old Oregon Trail Highway (FAR 1)
Umatilla County

An evaluation of the overlay requirements on the subject section has been completed in accordance with the method outlined in August, 1970 by Messrs. Hewitt and Rugenstein, FHWA representatives from Washington, D.C. Additionally, two other methods of evaluating the pavement structure and their results are included in the report.

Two copies of the overlay design analysis are enclosed for your review. Should any questions arise about the analysis, they will be answered promptly.

We request your approval of the asphaltic concrete overlays, three and one-half inches from Station 1002+00± to Station 1132+40±, and two inches from Station 1132+40± to Station 760+50±, with an allowance for leveling in each case.

Very truly yours,

Victor D. Wolfe
Location Engineer

Enclosures

JWF:af mc
bc E. S. Hunter
F. W. Yarbrough

NOTED
E. S. HUNTER

RECEIVED
APR 23 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8056 Tygh Cr. & N. Fk. Mill 1974
Cr. Bridges W. of The Dalles
(Structures)

CA 5034-8/8/74
CA 5035-10/14/74
CA 5075-10/14/74

NORTH FORK MILL CREEK (UPPER MILL CREEK ROAD) BRIDGE
DSR Item No. 39

	Basic Engineering	Special Engineering	Total
P.E.	$2,999.51	$1,883.41	$ 4,882.92
Constr. Engr.	25.93	7,149.95	7,175.88
Total	$3,025.44	$9,033.36	$12,058.80
Constr. Cost (Contract)			$28,232.98
Basic Engr. as 0/0 of Constr. Cost			11%
Special Engr. " " " "			32%

Factual Data

D.S.R. 2-13-74; $24,815.00 for structure replacement.
Authority for Survey, 2-20-74 for $6,300, approved 3-22-74
Survey started, 4-29-74, and completed 5-29-74
D.S.R. Revised, 5-1-74 reduce estimate to $20,612
D.S.R. 2nd revision 8-1-74, raise estimate to $35,517.00
Bids received 8-15-74 in combination with Tygh Creek Bridge for
$69,748.82
Contract No. 8056 completed 1-17-75

Narrative

N. Fork Mill Creek and Tygh Creek Bridges let under one contract with all construction engineering being assigned to the Mill Creek Section. When taken into combination. The engineering amounts to $15,932.36 or 26% of the $60,936.37 total contract cost for the two structures

TYGH CREEK (SHADYBROOK ROAD) BRIDGE
DSR Item No. 11

	Basid Engineering	Special Engineering	Total
P. E.	$2,636.98	$1,748.53	$ 4,385.51
Const. Engr.	(Charged to Mill Cr. Br.)		--
Total	$2,636.98	$1,748.53	$ 4,385.51
Const. Cost (Contract)			$32,679.00
Basic Engineering			8%
Special Engineering			5%

Factual Data

DSR 2-6-74; $38,392 including structure and roadwork.
Authority for Survey 2-20-74, $6,800, approved 3-22-74.
Amended DSR 3-29-74, grant in lieu $23,870.00 for bridge replacement at Tygh Creek.
Survey started 4-29-74 for structure replacement.
Amended DSR 5-23-74 reduced grant in lieu to $19,896 for replacing abutment only.
Survey completed 6-12-74 and sent to Salem for design 5-31-74.
Bids received 8-15-74 in combination with Mill Creek for $69,748.82.
Contract No. 8056 completed 1-17-75.

Narrative

Wasco County accepted a grant in lieu for the Tygh Creek structure and requested that it be constructed under one contract with the N. Fork, Mill Creek. All construction engineering was assigned to the Mill Creek portion.

606
Wasco Co

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Wasco County Commission
Courthouse
The Dalles, OR - 97058
Attention of Roadmaster

Request No. (assigned by staff engineer or head of section) CA 1092
Date April 1, 1975
Payer's Order No. (if any) –
Highway Div. Order No. (if any) (Number of "Order to Render Service") –

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Repair of Jan., 1974, flood damage under PL 606; costs to 3/20/75 on the following projects:

Advance deposit 11/74	$ 79,852.00
Costs previously app'd.	63,852.00
Advance deposit retained	16,000.00

Itemized Statement:

Quantity	Unit	Description			Unit Price	Amount
		~~[illegible]~~	Paid [illegible]	OSHD [illegible]	Proj.	
[illegible]			$ [illegible]	$ 6,762.80	[illegible]	
				2,560.51	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	1,336.17	[illegible]	
15 [illegible]			9,[illegible]			
		[illegible]	$ [illegible]	$ 10,959.50	[illegible]	
					63,85[illegible]	
						[illegible]
Less cost app'd.						
Bal. [illegible]						14,[illegible]
[illegible]						

RECEIVED
COUNTY & CITY SECTION
APR 2 - 1975
☑ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ [illegible] ☐

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $

Is this a partial or final request for billing?

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service. CC [illegible]

Credit distribution:

35-7950-594-10	[illegible]
35-[illegible]-[illegible]-11	9,[illegible]
35-[illegible]-[illegible]-12	[illegible]

Submitted by:

Approved: Regional Engineer

Approved: Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

8056

March 17, 1975

United Pacific Insurance Co.
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On March 14, 1975, we wrote to you concerning release of final payment on Contract No. 8056 awarded to Douglas S. Coats Construction for the Tygh Creek and N. Fork Mill Creek Bridges on County Roads 229 and 509 in Wasco County.

Final payment on this contract is $3,048.21 and the total contract amount is $60,911.48. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

cc Douglas S. Coats Construction
Rt. 2, Box 1620
Bend, OR 97701

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

1859

OREGON STATE
HIGHWAY DIVISION

Robert W. Straub
XXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

CON-5-8056

March 10, 1975

TO F. B. Klaboe, Administrator
and State Highway Engineer

Letter written
3/14/75 - JS

FROM For C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 8056, Work Completed January 17, 1975
Project Tygh Cr. and N. Fk. Mill Cr. Bridges
Highway County Rds. 229 and 509, County Wasco
Type of Work Structures
Contractor Douglas S. Coats Construction
Recommended Acceptance Date March 7, 1975

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

APPROVED
STATE HIGHWAY ENGINEER
DATE: 3-12-75

8056

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Tygh Cr. & N. Fk Mill Cr. Bridges

WEEK ENDING: February 1, 1975

SECTION PREFIX: 33-7982-10

HIGHWAY: County Road No. 229 & 509

COUNTY: Wasco

NAME OF JOB: Tygh Cr. & N. Fk. Mill Cr. Bridges

KIND OF WORK: Structures

CONTRACTOR: Douglas Coats Construction Co.

CONTRACT NUMBER: 8056

FEDERAL AID PROJECT NUMBER: FDAA-413-DR-65 (Item 11&39)

DATE OF CONTRACT: August 20, 1974

DATE WORK STARTED: September 12,1974

ESTIMATED COMPLETION DATE: February 9,1975

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 150

WORK DAYS USED

CALENDAR DAYS USED 128

SPECIFIED COMPLETION DATE: February 9, 1975

PERCENT OF TIME ELAPSED: 128/150=85.3

PROJECT AUTHORIZATION: $ 69,748.82

EXCLUSIVE OF ENGINEERING: $ 63,657.22

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 63,657.22

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

ENGINEERING AUTHORIZATION: $ 6,091.60

This Week: 114.11

ENGINEERING COST TO DATE: $ 6,100.00

PERCENT OF AUTHORIZATION: 100.1

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: January 17,1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16165	16167						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26	Cloudy & Cold			
MONDAY 27	Cold			
TUESDAY 28	Cloudy & Cold			
WEDNESDAY 29	Cloudy & Cold			
THURSDAY 30	Cloudy & Cold			
FRIDAY 31	Cloudy & Cold			
SATURDAY 1				

RECEIVED
FEB 4 1975
CONSTRUCTION SECTION

Keasey K
Bond
Jackmond
Harwood
Johnson
Walker
Scofield
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 26	No activity all week.
MONDAY 27	
TUESDAY 28	
WEDNESDAY 29	
THURSDAY 30	
FRIDAY 31	
SATURDAY 1	

REMARKS

Job Status: The project is complete except the semifinal inspection that will be conducted February 4, 1975 according to Dave Carter F.H.W.A..

SIGNED Norman L. Oliv LOCATION The Dalles, Ore.

Norman L. Oliva

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

[illegible]

SALEM, OREGON
January 17, 1975

TO: Mr. Richard Hacek
Finance
BUILDING

Attention: Mr. Dettmar Jones

FROM: Robert H. Prange
Rural Engineer
County-City Unit

The reimbursement for contract costs for our PL 606 projects in Wasco County are to come from the County. The County will in turn be reimbursed for our billings from FDAA.

The projects involved are:

Project Name	Project No.
Jap Hollow Box Culvert	FDAA-413 DR-65 (Item 9)
→ Shadybrook Bridge	FDAA-413 DR-65 (Item 11)
Fivemile Creek Road	FDAA-413 DR-65 (Item 22)
Mill Creek Bridge	FDAA-413 DR-65 (Item 39)
Endersby Bridge	FDAA-413 DR-65 (Item 50)
Upper Fifteenmile Creek (Quarry) Bridge Wilbur West Road	FDAA-413 DR-65 (Item 51)

HR:scr

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☒ RE ☐ RPE ☑

PL 606

Jan 1974 Storm Damage

Wasco County
5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

CC 1453

November 8, 1974

RECEIVED
COUNTY & CITY SECTION
NOV 12 1974
☑ ENGR. ☐ COOR. ☑ OE ☑ AE ☒ SE
☑ SPE ☑ CE ☑ RE ☑ RPE ☐

Mr. Harold Reynoldson
County and City Section
Highway Division
Highway Building
Salem, Oregon 97310

Dear Harold:

Enclosed is a check in the amount of $65,492.00, Wasco County advance deposit on the following projects:

Check #

Jap Hollow Box Culvert	$18,042.00	FDAA 413-DR 65 (Item #9)
Shadybrook Bridge	19,896.00	FDAA 413-DR 65 (Item #11)
Mill Creek Bridge	26,619.00	FDAA 413-DR 65 (Item #39)
Endersby Bridge	935.00	FDAA 413 DR 65 (Item #50)
	$65,492.00	

Also enclosed is a check in the amount of $14,360.00, Wasco County share of Shadybrook Bridge.

Check #

100% county money - beyond grant-in-law

(See N. Fork of Mill Creek

Sincerely yours,

Rex Kniesteadt

REX KNIESTEADT
Roadmaster

For transfer of Advance Deposit
65,492 × 75% = 49119
14360
63,479

or say $63,852

Enclosures

RKlpp

RECEIVED
OSHD FINANCE BRANCH
Check # 22091 $14,360.00
By C.C. Howland Date 11/12
For

RECEIVED
OSHD FINANCE BRANCH
Check # 2 $65,492.00
By C.C. Howland Date 11/12
For

Total advance deposit $79,852
less 63,852
To be retained — 16,000

CC 1453

PL 606

October 28, 1974

Mr. Rex Kniesteadt
Wasco County Road Supervisor
Courthouse
The Dalles, Oregon 97058

RE: PL 606 January 1974 Storm Damage
Advance Deposit, Wasco County

Dear Rex:

According to our letter-form supplemental agreement, the advance deposit for the PL 606 projects is as follows:

Item #	Name	Amt Apprvd by FDAA	Contract Bid	Grant in-lieu	Advance Deposit
9	Jap Hollow (Jap Hollow Rd) Bridge	$27,056.68	$24,056.45	$ --	$18,042.00
11 &	Tygh Cr. (Shadybrook) Bridge	19,896.00	$69,748.82	19,896	19,896.00
39	Mill Creek Bridge	35,492.00		--	26,619.00
	The 100% County funds in Items 11 and 39 is $69,748.82 - ($19,896+35,492) =				14,360.00
~~51~~	Upper Fifteenmile (Quarry) Bridge, ~~Wilbur~~ West Road (Negotiated contract)	~~5,300.00~~ 1247.64	$ ~~5,300.00~~ 1247.64	--	~~3,975.00~~ 935.00
50	Eight mile Creek ([illegible] Bridge, Negotiated Contract)				

See below

JLK 10/30/74

79,852.00
TOTAL ...... ~~$82,892.00~~
79,800.00
Or say...... $82,900.00
79,800.00

Would you please make this advance deposit in the amount of ~~$82,900~~ by check or warrant to the Oregon State Highway Division and send it to this office.

Called X. [illegible] about these figures

County [illegible] Grant in lieu $23,270

☐ ENGR. ☑ ASST. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☑ PE ☑ RPE ☐

When the projects are completed, we will send you an itemized statement and billing of final costs for each project.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:mm

#8056

October 14, 1974

Wasco County Court
Courthouse
The Dalles, OR 97058

Attn: Mr. Rex Kniestaedt
Road Superintendent

MISC. CONTRACTS and
AGREEMENTS No. 5075

Gentlemen:

Attached for your records is a fully executed supplemental letter-form agreement for bridge projects as follows: (1) Jap Hollow Creek (Jap Hollow Road), (2) Tygh Creek (Shadybrook Road), (3) N. Fork Mill Creek (Upper Mill Creek Road), and (4) Eightmile Creek (Endersby Road).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser
Att.

cc H. S. Cox (conf. agree. att.)

#8056

October 14, 1974

Wasco County Court
Courthouse
The Dalles, OR 97058

Attn: Mr. Rex Kniestedt
Road Superintendent

MISC. CONTRACTS and
AGREEMENTS No. 5035

Gentlemen:

Attached for your records is a fully executed supplemental letter-form agreement for bridge projects as follows: (1) Jap Hollow Creek (Jap Hollow Road), (2) Tygh Creek (Shadybrook Road), (3) N. Fork Mill Creek (Upper Mill Creek Road), and (4) Eightmile Creek (Endersby Road).

10-16-74

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser
Att.

cc H. S. Cox (conf. agree. att.)

#8056

bc: L. W. Rulien
V. E. Skoog
H. S. Cox
C. M. Williams

September 5, 1974

Mr. William H. Mayer, Regional Engineer
Federal Disaster Assistance Administration
Arcade Building, Room M-16
1319 Second Avenue
Seattle, Washington 98101

Attention Mr. Ray Willman

Re: P.L. 606, January 1974 Storm Damage
Applicant Change for Items in
Gilliam and Wasco Counties

Dear Mr. Mayer:

Since Gilliam and Wasco Counties have requested that the Oregon State Highway Division contract the following projects in their behalf, we are asking that the applicant for the following projects be changed from the named county to the Oregon State Highway Division, by and through the Oregon Transportation Commission.

GILLIAM COUNTY - FDAA-413-DR 25

Item #22 - Rock Creek (French Charlie Road) Br.
23 - Willow Creek (Rhea Road) Br.
24 - Willow Creek (Lower Willow Creek Rd.) Br.

WASCO COUNTY - FDAA-413-DR 65

Item # 9 - Jap Hollow Creek (Jap Hollow Rd) Br.
11 - Tygh Creek (Shadybrook Road) Br.
22 - Five Mile Creek (Upper Five Mile Rd) Br.
39 - N. Fork Mill Creek (Upper Mill Creek Rd) Br.
50 - Eightmile Creek (Endersby Road) Br.
51 - Upper Fifteenmile Creek (Wilbur West Rd) Br.

(more)

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Also enclosed is a copy of the statement granting Mr. E. S. Hunter, Assistant State Highway Engineer, authority to approve the transactions for these projects.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

HR:ljt

Encl.

cc: Harvey L. Latham, Emergency Services
Hon. James O. Burns, Gilliam County Judge
Hon. H. B. Elder, Wasco County Judge
FHWA

EXHIBIT "A"

TO WHOM IT MAY CONCERN:

Re: 1974 Flood Damage Restoration
FDAA - Public Law 606

This is to certify that Mr. E. S. Hunter, Assistant State Highway Engineer, has been appointed and is authorized to execute, for and in behalf of the State Highway Division of the Department of Transportation of the State of Oregon, all applications for the purpose of obtaining certain Federal financial assistance under the Federal Disaster Act (Public Law 606, 91st Congress) for the flood damage of 1974.

Very truly yours,

F. B. Klaboe

F. B. Klaboe
Administrator and
State Highway Engineer

HR:ljt
9/5/74

11-666

74

1041DD.4/409.2
FDAA-413-DR-65
Item 39

Mr. William H. Mayer, Regional Director
Federal Disaster Assistance Administration
Arcade Building, Room M-16
1319 Second Avenue
Seattle, Washington 98101

RECEIVED
COUNTY & CITY SECTION
AUG 27 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ DPE ☐ CE ☒ RE ☒ DPE ☐

Attention: Mr. R. H. Willman

Dear Mr. Mayer:

Attached is a revised Damage Survey Report for Wasco County, Item No. 39, to reflect bid prices for the work. Also included is one copy of the plans and a tabulation of bids for the contract work. It should be noted that five bids were received for this bridge (Item 39) combined with Tygh Creek Bridge (Item 11) and that the low bidder was $13,000 below the next low bidder. The State prepared the plans for the County and will supervise the contract work.

The bids for the repair work have been received and the total anticipated cost at this site now totals $35,517. Of this amount the contract bid price is $28,114.90. This is more than that contained in the revised DSR dated May 7, 1974 which was $20,635. This amount was further reduced to $17,818 by the Wasco County Project Analysis, Supplement No. 1. The increase in cost resulted from the general inflationary trend now being experienced, the recent large increase in cost of prestressed slabs and the inclusion of traffic control items which were inadvertently excluded from the DSR.

The work shown in Damage Survey Report (Rev 1), approved July 5, 1974, was altered during the design process. The original DSR contemplated a 25' long prestressed slab structure on full concrete abutments with large wingwalls to contain the approach embankments. The State determined during design that a more economical alternate would be to have a 38' long bridge with piling or small stub abutments on the

(more)

fill with slopes down to a 22' wide channel. The foundation tests indicated that piling were not feasible at this site and spread footings were selected to support the ends of the bridge. The fill material is erodible and the footings were placed just below the streambed and protected with riprap.

Riprap was specifically deleted from the DSR (Rev 1) when the other work was approved. It is included in this project because it is normal State practice. The riprap is essential to protect the footings which are imbedded only a minimum amount in an erodible material. I recommend that the riprap inclusion denial be reconsidered. Elimination of the riprap would require lowering the footings to a safer elevation to prevent the certain scour.

An allowance of 4½% has been made for overruns in contract quantities and for minor changes in the work. This amount provides for adjustments to contract quantities to reflect the actual field conditions encountered during construction.

An allowance of 10% has been made for construction engineering. This percentage is considered to be adequate for the size and remoteness of the project.

The contract provides for the County to furnish, install and maintain the construction traffic control signs. This work was not included in the contract as it was felt the County could do the work cheaper. An amount of $500 has been included in the estimate for this work. This work was not included in the previous DSR.

An allowance of $2,800 has been included in the estimate to provide for the preliminary engineering costs incurred to advance the project to the construction stage.

It is recommended the attached DSR be approved.

Sincerely yours,
Original signed by
[illegible]
Dist. Engineer
C. L. Green
Division Engineer

Enclosures
DSR, Rev Item 39
Plans
Tabulation of Bids

cc: OSHD (Co-City)
Wasco County

8-25-74 [illegible]

Sheet 1 of ___ Sheets

Form Approved
OMB No. 116-R0254

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT
(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.) Wasco County

2. DISASTER DECLARATION DATE [illegible]/74

3. STATE Oregon

4. COUNTY [illegible]

5. INSPECTION DATE [illegible]/74

6. WORK CATEGORY (SEE DEFINITIONS)

a. EMERGENCY ☐ A ☐ B ☐ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1

b. PERMANENT ☐ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H-2 ☐ I-2

c. ITEM NO.

7. MAP OR PHOTO REFERENCE NO.

8. WORK TO BE ACCOMPLISHED BY: ☐ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES

10. PERCENTAGE OF WORK COMPLETED TO DATE

11. DESCRIPTION OF DAMAGE

RECEIVED
COUNTY & CITY SECTION
AUG 27 1974
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ UPE ☐

12. PROPOSED WORK

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
		TOTAL ESTIMATED COST		

14. INSURANCE COVERAGE ☐ YES ☐ NO AMOUNT ____________

15. RECOMMENDATION

☐ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)

c. FEDERAL INSPECTOR (Signature & Agency Name)

d. DATE

16. CONCURRENCES

☐ a. YES ☐ b. NO c. STATE INSPECTOR (Signature) d. AGENCY OR OFFICE e. DATE

☐ a. YES ☐ b. NO c. REPRESENTATIVE OF APPLICANT (Signature) d. DATE

Form OEP 164
April 1973

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

COPY NO. 3—OEP COPY

#8056

1859

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

NOTED
E. S. HUNTER

August 15, 1974

Versteeg
J. Olsen
[illegible]
Scott
[illegible]
R. Olson
Trout

RECEIVED
AUG 19 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return to
Bring Up
Other

Mr. J. H. Versteeg
Oregon State Highway Division
Road Design Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

Wildlife Commission staff have reviewed the below listed projects and our comments are as follows:

1. Goat Ranch Section, Powers Highway, Coos County. We anticipate no serious fish or wildlife conflicts from this proposal providing all work is done in a manner to minimize turbidities and areas of soil disturbance are revegetated.

2. South Fork Clackamas River - Bull Creek Section, Clackamas Highway, Clackamas County. We shall concur with the Fish Commission of Oregon's comments on this project.

3. Fifteenmile, Ramsey and Larch Creek Bridges, FAS 709, 710, Wasco County. We do not anticipate significant adverse impacts from these projects. However, we will provide recommendations through fill/removal permits that are designed to minimize potential conflicts with fish and wildlife.

4. Tygh Creek and North Fork Mill Creek Bridges, County Roads Nos. 229 and 509, Wasco County. This project has been reviewed through the fill/removal permit law and our comments on this proposal are attached.

cc: E. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
Gary Potter
E. L. Hardt (6)
A. E. Shirley (2)
Carl Williams (12)
W. E. Schwartz (2)

cc's sent 8-19-74

RECEIVED
AUG 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5. M.P. 3.6 Slide Section, FAS 131 (Clackamas River Road), Clackamas County.
This project has been reviewed through the fill/removal permit law and our comments are attached.

6. Willow Creek Bridge, County Road 723 and 729, Gilliam County.
We are concerned with the channel change upstream from the bridge (729). We encourage the Highway Division to analyze the necessity for this work. We would prefer to see the existing north bank riprapped and the south bank untouched. If it is determined that the channel change is needed to insure structural integrity, please advise.

7. Rock Creek Section, Sunset Highway, Clatsop County.
This project does present certain aspects which could be detrimental to anadromous salmonid production. We do not have any basic objections to the proposal, but prefer to withhold specific comments until review of a fill/removal permit.

8. Campbell Creek Section, County Road No. 411 (Proctor Road) Wasco County.
We would anticipate no serious impacts to fish and wildlife providing this job be conducted during the low flow season.

9. Tygh Creek (Tygh Valley) Bridge Section, FAS 311 (Tygh Valley Road), Wasco County.
We recommend that the necessity for the proposed channel change be evaluated. The existing stream course with its streamside vegetation does provide habitat for fish and wildlife. This habitat would be negatively impacted if the channel change were constructed.

10. Jap Hollow Creek Section, County Road, No. 129 (Jap Hollow Road), Wasco County.
This project has been reviewed through the fill/removal permit law and our comments are attached.

Plans for the above listed projects include several channel change proposals. We feel that stream channel changes should be kept to an absolute minimum and eliminated whenever possible. Studies in various western states have shown that fishery resources are negatively affected by channel changes and this impact frequently lasts for many years. Therefore, we encourage the Highway Division to evaluate the necessity for the proposed channel changes.

If I may be of any further assistance or explain our position on any of the above listed projects more thoroughly, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

Attachments

cc Fish Commission of Oregon
Al Lichens
Jay Massey

JEL:lo

te 0-1-11

County Wasco

River Tygh + Mill

Name of Applicant OSHD

State Permit No. 1636

(✓) new ( ) renewal

Corps of Engineers PN. No. ______

Water Quality Conditions

(✓) 1. The water quality standard for this operation is:
  ( ) a. turbidity increase limited to 5 JTU's over background.
  ( ) b. no turbidity increase when background is 30 JTU's or less; 10% increase when background more than 30 JTU's.
  (✓) c. in a manner that will minimize any turbidity

( ) 2. The operation shall be conducted behind a berm or leave strip sufficient to isolate the operation from the free-flowing stream.

(✓) 3. ~~Fill materials, waste~~ materials, and spoils shall be placed:
  (✓) a. above the bankline (elvation ______________).
  ( ) b. above Mean Higher High Water.
  ( ) c. behind previously constructed berms.
  ( ) d. only on sites approved by the Division of State Lands.
  ( ) e.

( ) 4. Waste Waters from the project
  ( ) a. shall not be allowed to re-enter the waterway.
  ( ) b. shall be provided adequate settling time.
  ( ) c. shall meet conditions of DEQ permit.
  ( ) d.

( ) 5. There shall be no removal or filling in the permit area between (dates) ______________ for the following reasons: ______________

(✓) 6. There shall be no operation of equipment in the active flowing stream:
  (✓) a. between the dates of April 1 — Sept. 31
  ( ) b. except to construct or maintain berm, such work to be done only between the dates of ______________
  ( ) c. ______________

Operating Conditions

(✓) 1. The stream shall not be diverted from the natural bed.

( ) 2. At project's completion, the stream shall be
  ( ) a. placed in a single channel
  ( ) b. returned to the channel described on page 2 of the application.
  ( ) c. returned to the original channel

- - more - -

Lo 8/13/74
DSL
DEQ
DFC

( ) 3. All potholes or removal pits shall be
  ( ) a. leveled
  ( ) b. connected to the stream
  ( ) c. by (date) ________________
  ( ) d. at end of season's work

( ) 4. Material shall not be removed to a depth greater than
  ( ) a. __________ feet (below) (above) ordinary low water
  ( ) b. __________ feet (below) (above) the streambed
  ( ) c. the water surface level at time of operation
  ( ) d.

( ) 5. A new channel may be constructed under these conditions:
  ( ) a. there shall be no operation of equipment in the active flowing stream except to connect the newly dug channel into the existing stream
  ( ) b. the new channel shall have a pool-riffle ratio of __________
  ( ) c. the old channel shall be permanently blocked at upstream/downstream end with impervious material protected by suitable bank protection
  ( ) d. spoils from the excavation of the new channel shall be stockpiled and after the diversion has been accomplished the material may be used to fill the abandoned channel.
  ( ) e. the new channel shall be completely excavated before diverting the stream flow
  ( ) f.

Bank Protection Conditions

(✓) 1. Clean, durable riprap shall be placed, on disturbed or damaged streambanks:
  ( ) a. in a manner that does not appreciably increase the upland surface area
  ( ) b. before (date) ________________

(✓) 2. The area of streambank disturbance shall be ~~protected by placing material,~~ re - vegetat~~ive cover on the slopes~~ed. The cover shall include but not be limited to:
  (✓) a. grass/legumes
  ( ) b. shrubs
  ( ) c. trees
  ( ) d.

( ) 3. All riprap shall be placed from above the bankline.

( ) 4. The completed revetment shall have a slope no steeper than (specify 2:1, etc.) ________________

(✓) 5. There shall be no operation of equipment in the water except to dig a toe trench.

(✓) 6. Streambed gravels may be used to prepare a filter blanket.

( ) 7. No removal of woody vegetation ~~shall~~ should occur.

If you are requesting denial, have you notified the applicant of your concerns?

DSL retains the right . . .

OWC

8056

August 8, 1974

Wasco County Court
Courthouse
The Dalles, OR 97058

Attention: Hal H. Howard
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 50-4

Gentlemen:

Attached for your files is a fully executed agreement for construction of the Upper Tygh Creek (Shadybrook Road) Bridge on County Road No. 229.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

Att.

cc H. S. Cox (agree. att.)

7-30-74

PL 606

RECEIVED
COUNTY & CITY SECTION
AUG - 1 1974
☐ ENGR. ☑ COOR. ☐ OC ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

EASEMENT

KNOW ALL MEN BY THESE PRESENTS, That HUGH N. ROSSELL, in true and actual consideration of Ten and no/100 Dollars ($10.00), to him paid by WASCO COUNTY, a municipal corporation and political subdivision of the State of Oregon, does hereby grant, bargain, sell and convey unto said Wasco County, a temporary easement during the construction of a new bridge over Tygh Creek, said easement being described as follows:

A 35 feet wide strip of land lying easterly of and parallel to Shadybrook County Road right of way, the centerline of said road which lies adjacent and parallel to said strip being described as follows:

Beginning at Engineer's Centerline Station 14+50, which point lies approximately 2,500 feet north and 35 feet east of the southwest corner of Section 25, Township 3 South, Range 12 East of the Willamette Meridian; thence continuing northerly and easterly 215 feet to Engineer's Centerline Station 12+35, which point marks the end of this description.

Attached hereto and by this reference made a part hereof is a map showing in detail the above description.

The grantor above named does covenant to and with the above named grantee, its successors and assigns, that the grantor is lawfully seized in fee simple of the above granted premises, and that said grantor has a right to grant the aforesaid easement.

TO HAVE AND TO HOLD the above described and granted easement unto the said Wasco County, a municipal corporation and political subdivision of the State of Oregon, its successors and assigns, during the construction of the aforesaid bridge, said easement not to exceed a period of two years from the date of this easement.

WITNESS his hand and seal this 30 day of July, 1974.

KNOW ALL MEN BY THESE PRESENTS, That HUGH N. ROSSELL, in true and actual consideration of Ten and no/100 Dollars ($10.00), to him paid by WASCO COUNTY, a municipal corporation and political subdivision of the State of Oregon, does hereby grant, bargain, sell and convey unto said Wasco County, a temporary easement during the construction of a new bridge over Tygh Creek, said easement being described as follows:

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>
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>
> Attached hereto and by this reference made a part hereof is a map showing in detail the above description.

The grantor above named does covenant to and with the above named grantee, its successors and assigns, that the grantor is lawfully seized in fee simple of the above granted premises, and that said grantor has a right to grant the aforesaid easement.

TO HAVE AND TO HOLD the above described and granted easement unto the said Wasco County, a municipal corporation and political subdivision of the State of Oregon, its successors and assigns, during the construction of the aforesaid bridge, said easement not to exceed a period of two years from the date of this easement.

WITNESS his hand and seal this 30 day of July, 1974.

Hugh N. Rossell
Grantor

STATE OF OREGON,)
) ss.
County of Wasco.)

July 30th

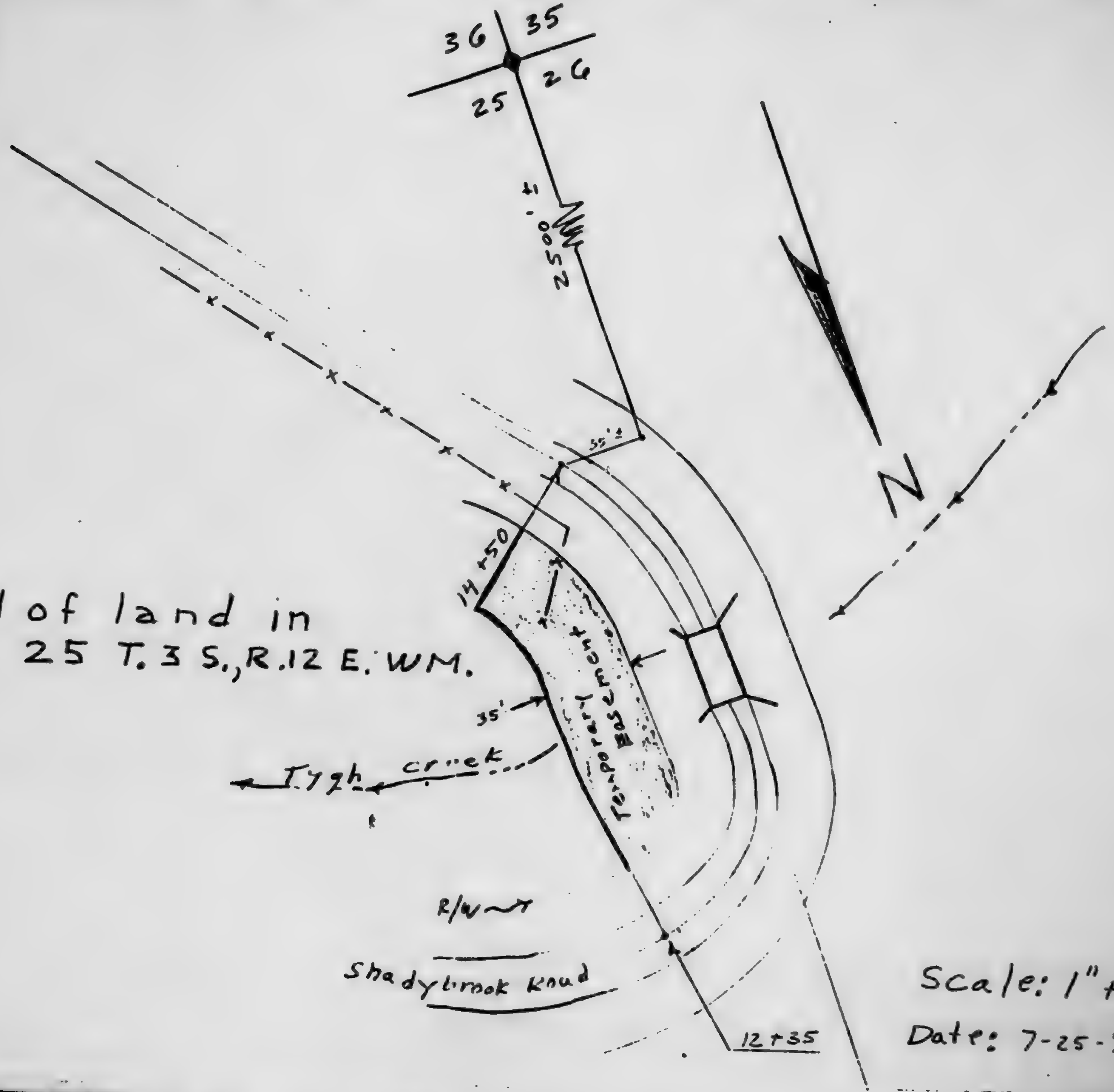
[illegible] 1974

Personally appeared the above named HUGH N. ROSSELL and acknowledged the foregoing instrument to be his voluntary act and deed. Before me:

Notary Public for Oregon
My Commission expires: 5/3/76

APPROVED AS TO FORM:

~~Bernard L. Smith~~ James C. Donnell
~~Deputy~~ District Attorney

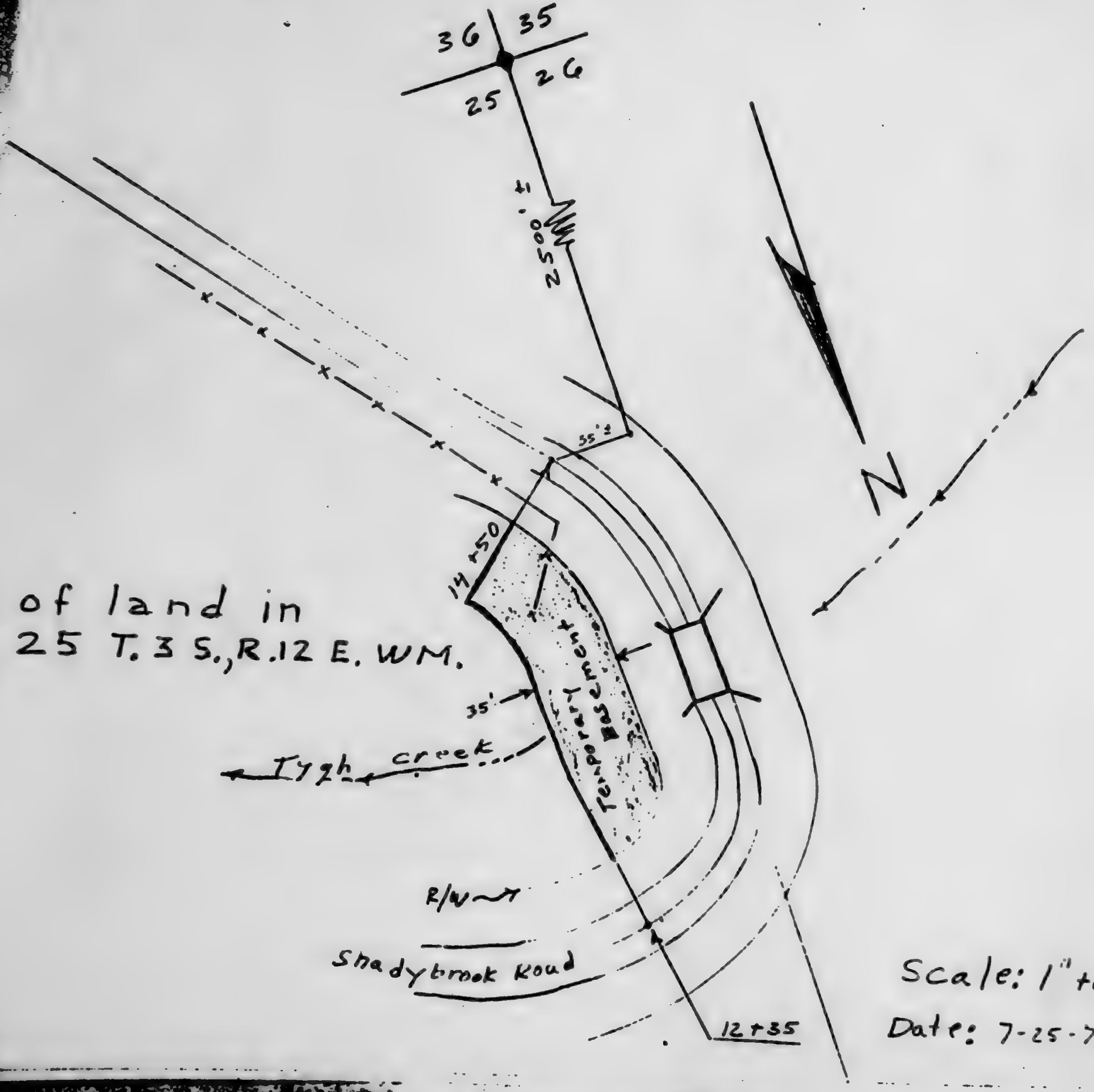


A Parcel of land in
Section 25 T. 3 S., R. 12 E. W.M.

Scale: 1" to 5

Date: 7-25-74

rcel of land in
ion 25 T.3 S., R.12 E. W.M.



Scale: 1" to 50'
Date: 7-25-74

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

29-74

RECEIVED
COUNTY & CITY SECTION
JUL 30 1974
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ DPE ☐

Attn: County & City Section

SUBJECT: Federal Aid Project No. __________

Highway No. County Road #229

Project Name P.L. 606 Agreement
Upper Tygh Creek (Shadybrook Rd) Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at The Dalles, Oregon,

this 29th day of July, 1974.

WASCO County

Judge

Commissioner

Commissioner

Copy to: John Oaks
Walt Hart
C G Swanson
RN Chase
Carl Williams Reg 4

7/31/73

MEMO TO FILES

July 22, 1974

RE: P.L. 606, January 1974 Storm Damage
Wasco County

Tygh Creek (Shadybrook Road) Bridge
County Road #229

Rex Kniesteadt, Wasco County Road Superintendent, requested that Wasco County do the following work related to this project:

1. Remove the existing bridge.
2. Construct the detour and bridge approaches.
3. Furnish and install the railings on the bridge.

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer
County & City Unit

HR:ljt

cc: Rex Kniesteadt, Wasco County
L. W. Rulien
W. J. Hart
C. M. Williams, Region 4
[illegible]. E. Termin
C. G. Swenson

☑ ENGR. ☑ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☑ RE ☑ [illegible] ☐

Wasco Co
PL-606

Rex !-
For your information
HR

To Rex on
July 22, 1974

FORM E-80

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE July 19, 1974

TO Harold Reynoldson, Rural Program Engineer

W G Beard

FROM W. G. Beard, Sign Design Engineer

SUBJECT Temporary Protection and Direction of Traffic
Tygh Creek & N. Fk. Mill Creek Bridges Section
County Roads 229 and 509
Wasco County

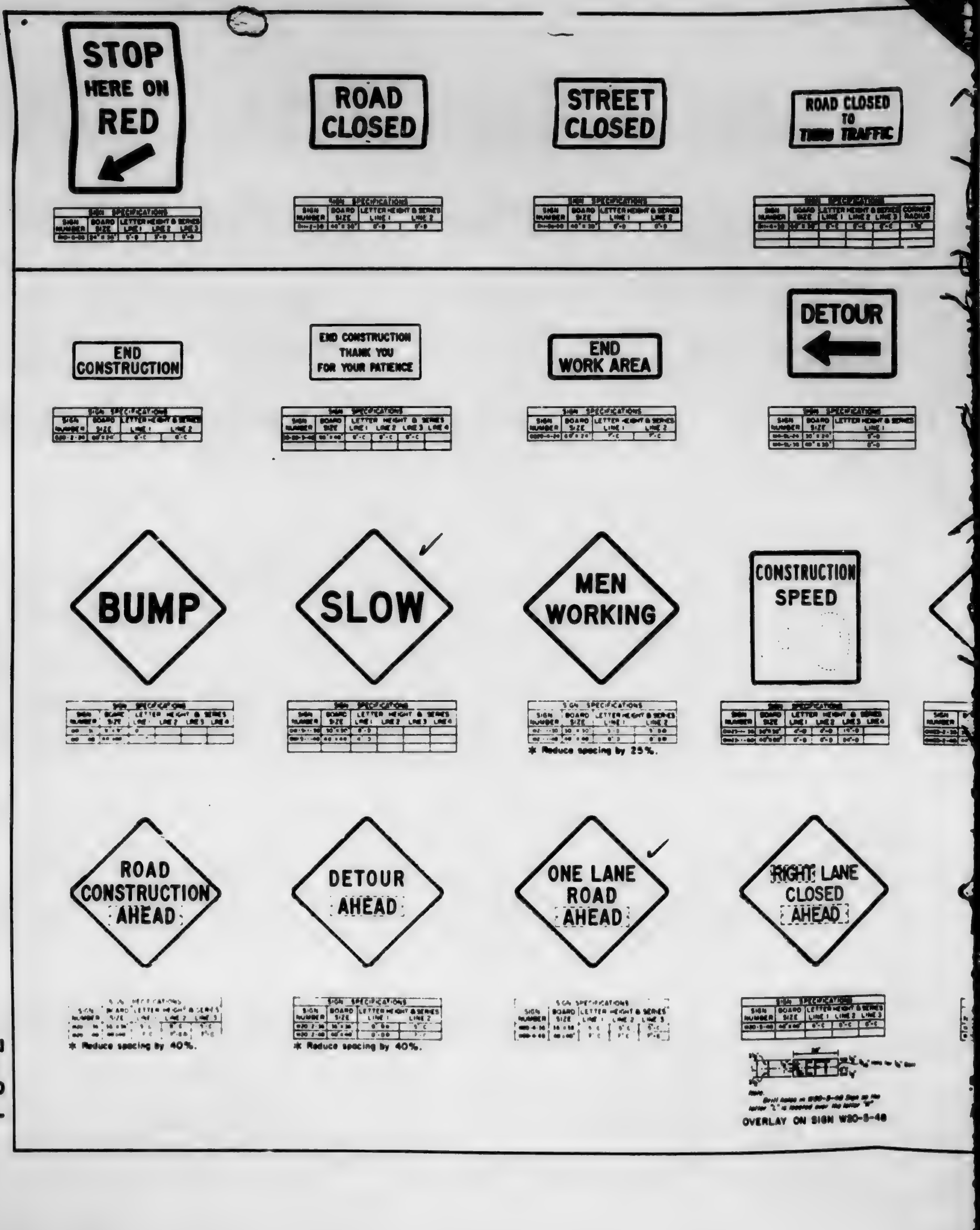
Per your request for information as to what signs the county should install on the above-named project, I submit the following:

> At each end of each structure, the county should install, facing incoming traffic, one each of OW 20-8-36, OW 15-1-30 and 36" x 36" "One Lane Detour Ahead" with 5"-C legend and laid out similar to the W 20-4-36 signs. The signs should be spaced approximately 350 feet apart with the "One Lane Detour Ahead" sign nearest the project limits.

Attached is one copy of standard drawing S-12 which provides information on the signs indicated above.

WGB:we
Attachment
cc: F. E. Terpin
C. G. Swenson

RECEIVED
COUNTY & CITY SECTION
JUL 19 1974
☐ ENGR. ☑ COOR. ☑ DE ☒ AE ■ UC
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

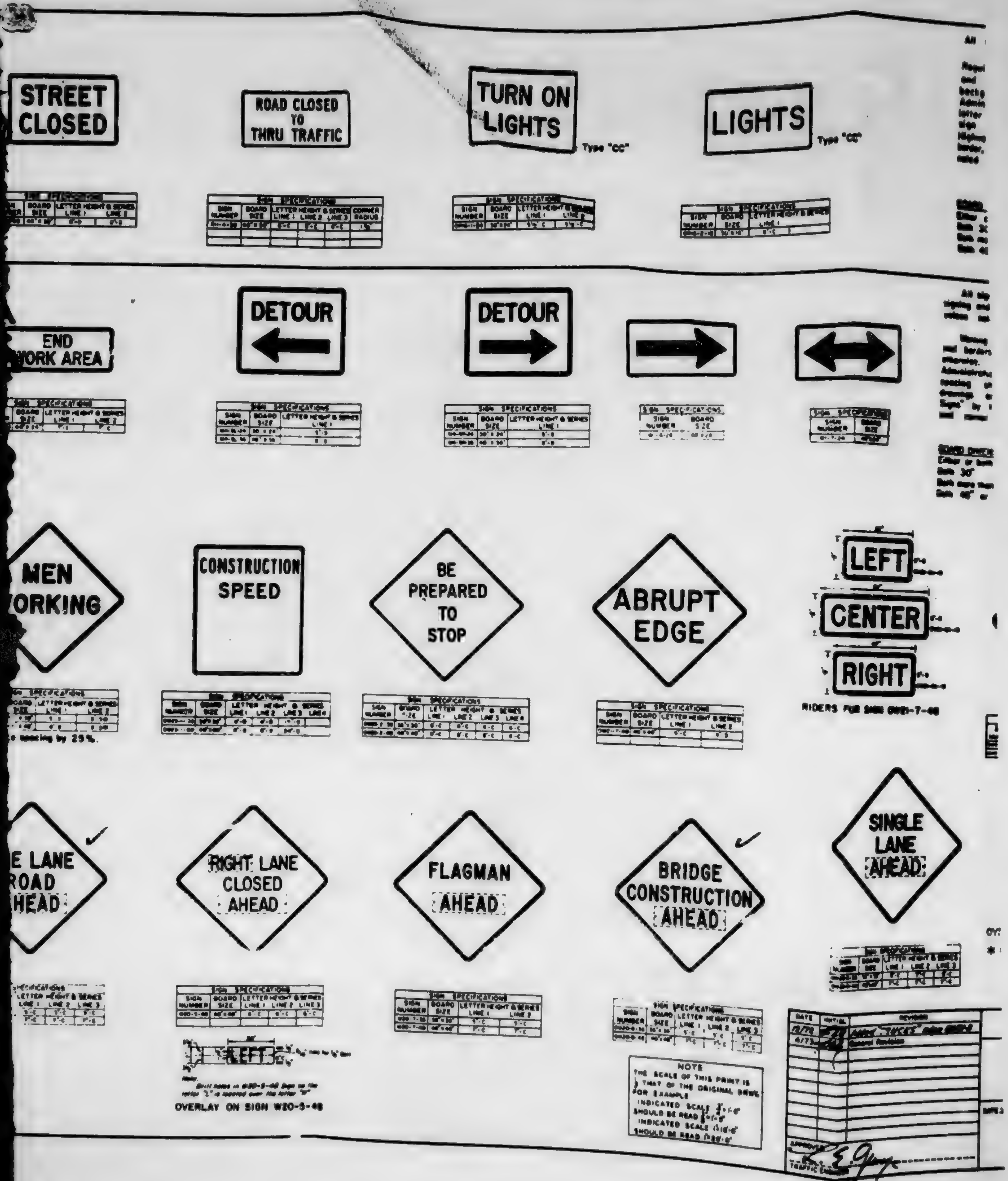


* Reduce spacing by 25%.

* Reduce spacing by 40%.

* Reduce spacing by 40%.

OVERLAY ON SIGN W20-5-48

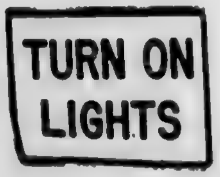


OVERLAY ON SIGN W20-5-48

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG
FOR EXAMPLE
INDICATED SCALE ½"=1'-0"
SHOULD BE READ ¼"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

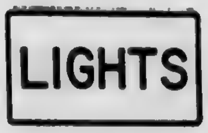
DATE	INITIAL	REVISION
4/73		General Revision

APPROVED
TRAFFIC ENGINEER



Type "CC"

SIGN SPECIFICATIONS			
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES LINE 1	LINE 2
[illegible]	[illegible]	[illegible]	[illegible]



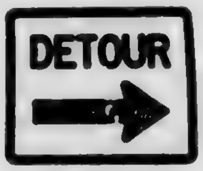
Type "CC"

SIGN SPECIFICATIONS		
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES LINE 1
[illegible]	[illegible]	[illegible]

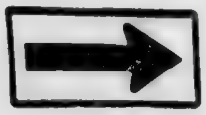
All signs in this section shall be Type "C" unless noted otherwise.

Regulatory signs shall have non-reflectorized black letters, symbols and borders on a white background, unless noted otherwise. All backgrounds shall be reflectorized. The Federal Highway Administration's standard rounded capital letter alphabets and letter spacing shall be used unless noted otherwise. For detailed sign drawings and dimensions, see the publication "Standard Highway Signs" by the Federal Highway Administration, 1971. The border, margin and corner radii shall be as follows unless noted otherwise.

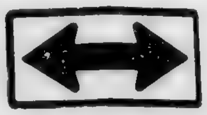
BOARD DIMENSIONS	BORDER	MARGIN	CORNER RADII
Either or both less than 30"	5/8"	3/8"	1 1/2"
Both 30"	3/4"	1/2"	1 7/8"
Both more than 30" & either less than 48"	7/8"	5/8"	2 1/4"
Both 48" or larger	11/4"	3/4"	3



SIGN SPECIFICATIONS		
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES LINE 1
[illegible]	30" x 24"	[illegible]
[illegible]	[illegible]	[illegible]



SIGN SPECIFICATIONS	
SIGN NUMBER	BOARD SIZE
[illegible]	[illegible]

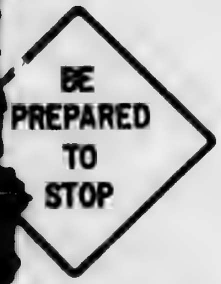


SIGN SPECIFICATIONS	
SIGN NUMBER	BOARD SIZE
[illegible]	48" x 24"

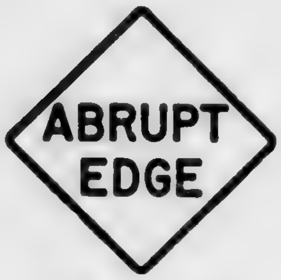
All signs in this section shall be Type "D" when used as permanent signing and Type "O" when used on maintenance or construction work, unless noted otherwise

Warning signs shall have non-reflectorized black letters, symbols and borders on a yellow or orange background, unless noted otherwise. All backgrounds shall be reflectorized. The Federal Highway Administration's standard rounded capital letter alphabets and letter spacing shall be used unless noted otherwise. For detailed sign drawings and dimensions, see the publication "Standard Highway Signs" by the Federal Highway Administration, 1971 The border, margin, and corner radii shall be as follows unless noted otherwise

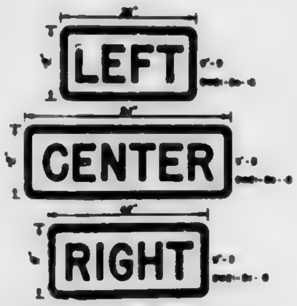
BOARD DIMENSIONS	BORDER	MARGIN	CORNER RADII
Either or both less than 30"	5/8"	3/8"	1 1/2"
Both 30"	3/4"	1/2"	1 7/8"
Both more than 30" & either less than 48"	7/8"	5/8"	2 1/4"
Both 48" or larger	1 1/4"	3/4"	3"



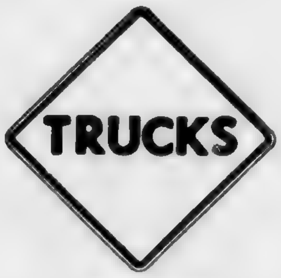
SIGN SPECIFICATIONS				
LETTER HEIGHT & SERIES LINE 1	LINE 2	LINE 3	LINE 4	
[illegible]	[illegible]	[illegible]	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	



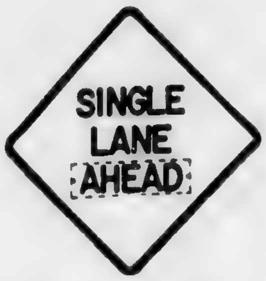
SIGN SPECIFICATIONS			
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES LINE 1	LINE 2
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

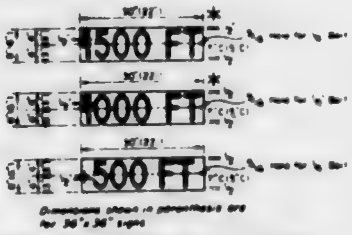


RIDERS FOR SIGN OW21-7-48



SIGN SPECIFICATIONS					
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES LINE 1	LINE 2	LINE 3	LINE 4
[illegible]	[illegible]	[illegible]			
[illegible]	[illegible]	[illegible]			

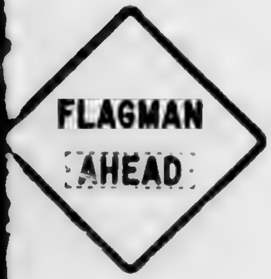


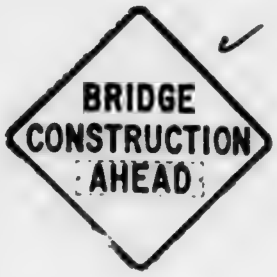


Dimensions shown in parenthesis are for 36"x36" signs

OVERLAYS FOR W20-(36) & #5 SIGNS

* Reduce spacing by 40%.





✓

SIGN SPECIFICATIONS				
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES LINE 1	LINE 2	LINE 3
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

SIGN SPECIFICATIONS			
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES LINE 1	LINE 2
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

SIGN SPECIFICATIONS				
SIGN NUMBER	BOARD SIZE	LETTER HEIGHT & SERIES LINE 1	LINE 2	LINE 3
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG.
FOR EXAMPLE
INDICATED SCALE 1"=1'-0"
SHOULD BE READ ½"=1'-0"
INDICATED SCALE 1"=10'-0"
SHOULD BE READ 1"=20'-0"

DATE	INITIAL	REVISION
12/73	[illegible]	Added "TRUCKS" sign [illegible]
4/73	[illegible]	General Revision

APPROVED L. E. George
TRAFFIC ENGINEER

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

STANDARD
SIGNING DETAILS
CONSTRUCTION SIGNS

DATE June 1972

T.E.S. DWG NO S-12

OREGON STATE HIGHWAY DIVISION - BRIDGE SECTION
ESTIMATE SHEET

Bridge Name North Fork Mill Creek Bridge County Wasco Bridge No. 16167
Section and Station N. Fork Mill Cr. (Upper Mill Cr. Rd.) [illegible] Highway County Rd. No. 502
Estimate Made By R. Everett Date 7-71 Checked By LH Date 7-15-71
Description Single Span Prestressed Slabs

Estimate From ~~No-Plans~~ ~~Sketch~~ Completed Plans Drawing No. 29867
(Strike out the ones which do not apply) Loading HS 20-44
Calculation Book No. 1613

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All					
Shoring, Cribbing, etc.	All					
Structural Excavation	Cu.Yd.	100	–	100	10.00	
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling (No.)	Lin.Ft.					
Treated Timber Piling (No.)	Lin.Ft.					
Steel Piling (No.)	Lin.Ft.	60		60	12.00	
Prestr. Conc. Piling (No.)	Lin.Ft.					
Furnish Pile Driving Equipment	All					
Drive Timber Piling	Lin.Ft.					
Drive Steel Piling	Lin.Ft.					
Drive Prestressed Conc. Piling	Lin.Ft.					
Structural Concrete Class 3000-1½	Cu.Yd.	35	–	35		
Metal Reinforcement	Lbs.	2870	–	2870		
Structural Steel	Lbs.					
Prestressing Steel	Lbs.					
Prestr. Conc. (4'-0"x15" 38'-6" c-c)	Each	–	5	5		
Rail # Type 2A Guardrail	Lin.Ft.	–	87.5	87.5		
Slope Paving (incl. preparation)	Sq.Yd.					
Slope Paving Curb	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Berm Paving	Sq.Yd.					
R.C. End Panels	Sq.Yd.					
Expansion Jts.	Lin.Ft.					
Electric Conduit	Lin.Ft.					
Membrane Waterproofing	Sq.Yd.					
Class 200 Riprap	Cu.Yd.	141	–	141		
[illegible]	[illegible]	[illegible]	–	83		
[illegible]	[illegible]	[illegible]		18		
Removal of old Bridge ✓	All	–	–	–	–	1500.00
Maintenance of Traffic	All	–	–	–	–	

Subtotal ______
Plus ______ Percent for Engineering & Contingencies ______
TOTAL COST $ ______

N. Fork Mill Cr. Br.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

RCS HNG 30-03 FORM APPROVED OMB NO. 04-R-2442

STRUCTURE DATA

(PPM 21-7)

F.A.P. No. ______
Str. Name ______
Structure No. ______

State ______
Str. Type ______

Review	By	Date
Site Inspection		
TS&L (Prelim.)		
PS&E		
Contract Award		

Total	Structure	Cost
Program	$ ______,	.00
Prelim.	______,	.00
Eng'r Est.	______,	.00
Bid	______,	.00

IDENTIFICATION

1 State Oregon 410
2 Hwy District 4
3 County Wasco 4 City/Town ______
5 Contract Route 4 4 0 00509 0
6 Features Intersected N. Fork Mill Cr.
7 Facility Carried by Structure County Rd. 509
8 Structure No. 16167 0NE
9 Location 12 mi. westerly of The Dalles

STRUCTURE DATA

Year Built 1974
Lanes on Structure one Under none 01/00
ADT on Structure ______ Year ______
Design Load HS 20-44 5
Approach Rdwy. Width ______ 18'
Bridge Median ☒ None ☐ Open ☐ Closed 0
Skew none 00
Structure Flared ☐ Yes ☒ No 0
Navigation Control ☐ Yes ☒ No 0
Vertical ______ Ft.
Horizontal ______ Ft.
[illegible] Highway/[illegible]
Structure Type Main Prestres. [illegible]
Approach none [illegible]
No. Spans Main one [illegible]
Approach none [illegible]
Max. Span Length 38 Ft. [illegible]
Structure Length 39.2 Ft.
Sidewalk Left – Ft., Right – Ft.
Bridge Roadway Width [illegible] 18 Ft.
Deck Width [illegible] Ft. [illegible]
Vertical Clearance over Deck unlimited
Underclearance, Vertical ______
Lateral Right ______ Ft.
Lateral Left ______ Ft.
Wearing Surface Concrete [illegible] 4

GEOMETRICS (for unit defined by item 164)

158 Horizontal Curvature none 00
159 Vertical Curve 0 Ft.
160 " " Grades Front – % , Back – %
• 161 Symmetrical ☐ Yes ☐ No ☐ Close
• 162 Projected Length ______ Ft.
• 163 Projected Area ______ S.F.

DESIGN (of unit defined by item 164)

Superstructure

164 Type (indicate item 43 or 44) 3
165 Span 38
166 Design Analysis Elastic 4
• 167 Aesthetic Consideration ______ Cost ______

Substructure

168 Abutment-Type Cantilever 3
169 -Found Spread Footings 4
170 Pier-Type ______ 04
171 -Foundation ______
172 Foundation Report ☒ Yes ☐ No
173 Hydraulic Report ☒ Yes ☐ No ☐ N.A.

BID COSTS (of unit defined by item 164)

COST-SQ. FT. (DOLLARS) (CENTS)

174 Total Cost ______ .00
175 Superstructure ______ .00
176 Substructure ______ .00
177 Miscellaneous ______ .00

MISCELLANEOUS

• 178 Use for further study ☐ Yes ☐ No
179 Contract Award Date ______ MONTH / YEAR
180 ______

* To be completed by the FHWA Division Bridge Engineer

REMARKS

[illegible]

Form FHWA-475 (03-73) PREVIOUS EDITIONS ARE OBSOLETE

#64 Operating Rating 273
#66 Rated Loading 236

N. Fork Mill Cr. Br.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

RCS HHO 30-02

FORM APPROVED
OMB NO. 04-R-2442

STRUCTURE DATA

(PPM 21-7)

F.A.P. No. ____
Str. Name ____
Structure No. ____

State ____
Str. Type ____

Review	By	Date
Site Inspection		
TS&L (Prelim.)		
PS&E		
Contract Award		

Total	Structure	Cost
Program	$	.00
Prelim.		.00
Eng'r Est.		.00
Bid		.00

IDENTIFICATION

State Oregon 41.0
Hwy District 4
County Wasco ☐ City/Town ____
Control Route 4 4 0 00509 0
Features Intersected N. Fork Mill Cr.
Facility Carried by Structure County Rd. 509
Structure No. 16167 0 NE
Location 12 mi. westerly of The Dalles

STRUCTURE DATA

Year Built 1974
Lanes on Structure one Under none 01/00
ADT on Structure ____ Year ____
Design Load HS 20-44 5
Approach Rdwy. Width 18'
Bridge Median ☒ None ☐ Open ☐ Closed 0
Skew none 00
Structure Flared ☐ Yes ☒ No 0
Navigation Control ☐ Yes ☒ No 0
Vertical ____ Ft.
Horizontal ____ Ft.
[illegible]
Structure Type Main Prestress[illegible]
Approach none
No. Spans Main one
Approach none
Max. Span Length 38 Ft.
Structure Length 39.7 Ft.
Sidewalk Left — Ft., Right — Ft.
Bridge Roadway Width 18 Ft.
Deck Width ____ Ft.
Vertical Clearance over Deck unlimited
Underclearance Vertical ____
Lateral Right ____ Ft.
Lateral Left ____ Ft.
Wearing Surface Concrete Tees 4

GEOMETRICS (for unit defined by item 164)

158 Horizontal Curvature none 00
159 Vertical Curve 0 Ft.
160 " " Grades Front __ %, Back __ %
• 161 Symmetrical ☐ Yes ☐ No ☐ CL.
• 162 Projected Length ____ Ft.
• 163 Projected Area ____ S.F.

DESIGN (of unit defined by item 164)

Superstructure

164 Type (indicate item 43 or 44) 3
165 Span 38
166 Design Analysis Elastic 4
• 167 Aesthetic Consideration ____ Cost ____

Substructure

168 Abutment-Type Cantilever 3
169 -Found Spread Footings 4
170 Pier-Type ____ 04
171 -Foundation ____
172 Foundation Report ☒ Yes ☐ No
173 Hydraulic Report ☒ Yes ☐ No ☐ N.A.

BID COSTS (of unit defined by item 164)

COST-/SQ. FT.
(DOLLARS) (CENTS)

174 Total Cost ____ .00
175 Superstructure ____ .00
176 Substructure ____ .00
177 Miscellaneous ____ .00

MISCELLANEOUS

• 178 Use for further study ☐ Yes ☐ No
179 Contract Award Date ____ MONTH / ____ YEAR
180 ____

*To be completed by the FHWA Division Bridge Engineer

REMARKS

[illegible]

Form FHWA-475
(02-73)

PREVIOUS EDITIONS ARE OBSOLETE

#64 Operating Rating 273
#66 Rated Loading 256

FINAL QUANTITY EST.

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION
ESTIMATE SHEET

Bridge Name Tygh Cr.(Shadebrook Rd) Br. County [illegible] Bridge No. 16165
Section and Station [illegible] Highway County Road [illegible]
Estimate Made By [illegible] Date [illegible] Checked By GCP Date 7/12/74
Description Single Span Prestressed Slabs

Estimate From No-plans
(Strike out the ones Sketch
which do not apply Completed plans; Drawing No. 29779
Calculation Book No. 1413 Loading HS 20-44

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct	Total	Rate	Amount
Mobilization	All					
Shoring, Cribbing, etc.	All					
Structural Excavation	Cu.Yd.	25	—	25	10.00	
Excavation Below Elev. Shown	Cu.Yd.					
Untreated Timber Piling	Lin.Ft.					
Treated Timber Piling	Lin.Ft.					
Steel Piling	Lin.Ft.	420	–	420	12.00	
Prestr. Conc. Piling	Lin.Ft.					
Drive Timber Piling	Each					
Drive Steel Piling	Each	12	—	12	200.00	
Splice Steel Piles	Each			2	50.00	
Drive Prestressed Conc. Piling	Each					
Class A Concrete [illegible]	Cu.Yd.	45	–	45	✓	
Metal Reinforcement	Lbs.	[illegible]	–	[illegible]	-	
Structural Steel	Lbs.					
Prestressing Steel	Lbs.					
Pestr. Conc. [illegible] x 12" [illegible]	Each	—	[illegible]	[illegible]	✓	
Rail # [illegible] Guardrail	Lin.Ft.	—	100	100	✓	(By County)
Slope Paving	Sq.Yd.					
Berm Paving	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Approach Slab	Sq.Yd.					
Class 700 Riprap	[illegible]	30	—	[illegible]	✓	
Toe Trench Excavation	[illegible]	57	–	[illegible]	✓	
General Excavation	[illegible]	[illegible]	–	[illegible]	✓	
Removal of old Bridge ✓	All	-	-	-	-	(By County)
Maintenance of Traffic ✓	All	-	-	-	-	(By County)

Subtotal ______
Plus ______ Percent for Engineering & Contingencies
TOTAL COST $

Tygh Cr. (Shadybrook Rd.) Br.

RCS HNG 30-02

FORM APPROVED
OMB NO. 04-R-2442

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STRUCTURE DATA

(FPM 21-3)

F.A.P. No.
Str. Name
Structure No.
State
Str. Type

Review	By	Date
Site Inspection		
TSAL (Prelim.)		
PSAE		
Contract Award		

Total	Structure	Cost
Program	$	.00
Prelim.		.00
Eng'r Est.		.00
Bid		.00

IDENTIFICATION

1 State Oregon 410
2 Hwy District 4
3 County Wasco 4 City/Town
5 Contract Route 4 4 0 00229 0
6 Features Intersected Tygh Cr.
7 Facility Carried by Structure County Rd. 229
8 Structure No. 16165 1st ONE
9 Location 3.5 mi. west of jct. with hwy. 197

STRUCTURE DATA

Year Built 1974
Lanes on Structure one Under none 01/00
ADT on Structure 5 Year
Design Load HS 20-44 5
Approach Rdwy. Width (W/Shld) 18'
Bridge Median ☒ None ☐ Open ☐ Closed 0
Skew none 00
[illegible] ☐ Yes ☒ No 0
[illegible] ☐ Yes ☒ No 0
Vertical Ft.
Horizontal Ft.
Type Service Highway / waterway 15
Structure Type Main Pre-tres Conc. [illegible] 501
Approach none 000
No. Spans Main [illegible] 001
Approach [illegible]
Max. Span Length 42 Ft.
Structure Length 43.5 Ft.
Sidewalk Left — Ft., Right Ft.
[illegible] Width 18 Ft.
Deck Width [illegible] Ft.
[illegible]
[illegible] Vertical
Lateral Right Ft.
Lateral Left Ft.
Wearing Surface [illegible]

GEOMETRICS (for unit defined by item 164)

158 Horizontal Curvature none 00
159 Vertical Curve 0 Ft.
160 Grades Front %, Back %
*161 Symmetrical ☐ Yes ☐ No ☐ Close
*162 Projected Length Ft.
*163 Projected Area S.F.

DESIGN (of unit defined by item 164)

Superstructure

164 Type (Indicate item 43 or 44) 3
165 Span 42
166 Design Analysis Elastic 4
*167 Aesthetic Consideration Cost

Substructure

168 Abutment-Type Pile [illegible] 3
169 Found. Steel H Pile 6
170 Piers-Type 01
171 Foundation
172 Foundation Report ☒ Yes ☐ No
173 Hydraulic Report ☒ Yes ☐ No ☐ NA

BID COSTS (of unit defined by item 164)

COST/SQ. FT. (DOLLARS) (CENTS)

174 Total Cost .00 $. 0
175 Superstructure .00 . 0
176 Substructure .00 . 0
177 Miscellaneous .00

MISCELLANEOUS

*178 Use for further study ☐ Yes ☐ No
179 Contract Award Date MONTH / YEAR
180

*To be completed by the FHWA Division Bridge Engineer

REMARKS

[illegible]

Form FHWA-475
(05-73)

PREVIOUS EDITIONS ARE OBSOLETE

#64 Operating Rating 280
#66 Rated Loading 236

P.L. 606

FORM 81-734-5030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
July 10, 1974

FILE:

FROM:

TO: MEMO TO FILE

RECEIVED
COUNTY & CITY SECTION
[illegible] 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ BPE ☐

SUBJECT: Hydraulic Study
Upper Tygh Creek
Shady Brook Rd. #229
Wasco County

FAS 311

Shady Brook Bridge is located about 4.6 miles northwesterly from the community of Tygh Valley on County Road #229. The existing structure was damaged during the January 1974 flood when water washed out the northerly fill and scoured bedding material from under the shallow footing causing the abutment to drop.

Area residents feel that the 1974 flood was more severe than the December 1964 flood despite the fact that the 1964 flood elevation was higher--this was due to heavy streamside vegetation which held the water up. A peak flow of 2440 cfs for the January 1974 flood was estimated from slope area measurements. Regional analysis of streamflow data from gages in the area indicate that for the 55.3 square miles of drainage area the following peak flows could be expected for the frequencies indicated.

Frequency	Peak Flow
10-year	1050 cfs
25-year	1450 cfs
50-year	1800 cfs

Based on the 50-year discharge of 1800 cfs, a flow depth of five feet, and an average stream gradient of 1.54%, the following minimum channel openings are recommended for the new crossing:

Alternate No. 1: Rectangular Channel -- 40-foot bottom

Alternate No. 2: Trapezoidal Channel -- 35-foot bottom with 1 1/2:1 side slopes

Channel alignment upstream presents special problems at the bridge crossing and in the downstream channel. Tygh Creek traverses a rather sharp bend upstream from the bridge and approaches the bridge on a skew angle of about 25°. This, in itself, reduces the hydraulic capacity of the structure. In January 1974, floodwaters passing through the bridge on this angle were deflected off of the left bank and began a series of ricochets off both banks downstream which caused severe erosion along the creek banks and considerable loss of farm and pasture land. Near the upper end of the aforementioned bend upstream and through the bend, the channel

P.L. 606

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
July 10, 1974

FILE:

FROM:

TO: MEMO TO FILE

RECEIVED
COUNTY & CITY SECTION
[illegible] 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

SUBJECT: Hydraulic Study
Upper Tygh Creek
Shady Brook Rd. #229
Wasco County

FAS 311

Shady Brook Bridge is located about 4.6 miles northwesterly from the community of Tygh Valley on County Road #229. The existing structure was damaged during the January 1974 flood when water washed out the northerly fill and scoured bedding material from under the shallow footing causing the abutment to drop.

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v

is confined and somewhat narrow. Apparently, the channel was blocked for a period of time by debris (large trees - cottonwoods, etc.) near the upper end and floodwaters were deflected to the left of the stream, opening a flood channel which approached the bridge somewhat on the alignment of the channel change which is being proposed by the Hydraulics Unit. (From remarks by the family at the first farmhouse downstream of the bridge, the alignment of the creek prior to the 1964 flood through this particular reach was roughly in the position of the flood channel. The 1964 flood and accompanying debris caused the channel to meander in this reach and for considerable distance upstream.

It is suggested that a channel change be constructed on the alignment similar to that ✓ shown on the attached sheet. This will bring the stream on a normal approach to the bridge and reduce the damage potential downstream. The channel change should ✓ be lined with riprap, approximately Class 700 in size, as shown on the typical section.

Richard L. Lenz
Hydraulics Engineer

By

Stephen Macnab
Assistant Hydraulics Engineer

Attachment
SM:ko
cc Victor D. Wolfe
Walter J. Hart
J. H. Versteeg
Carl Williams
Harold Reynoldson

HYDRAULIC DATA

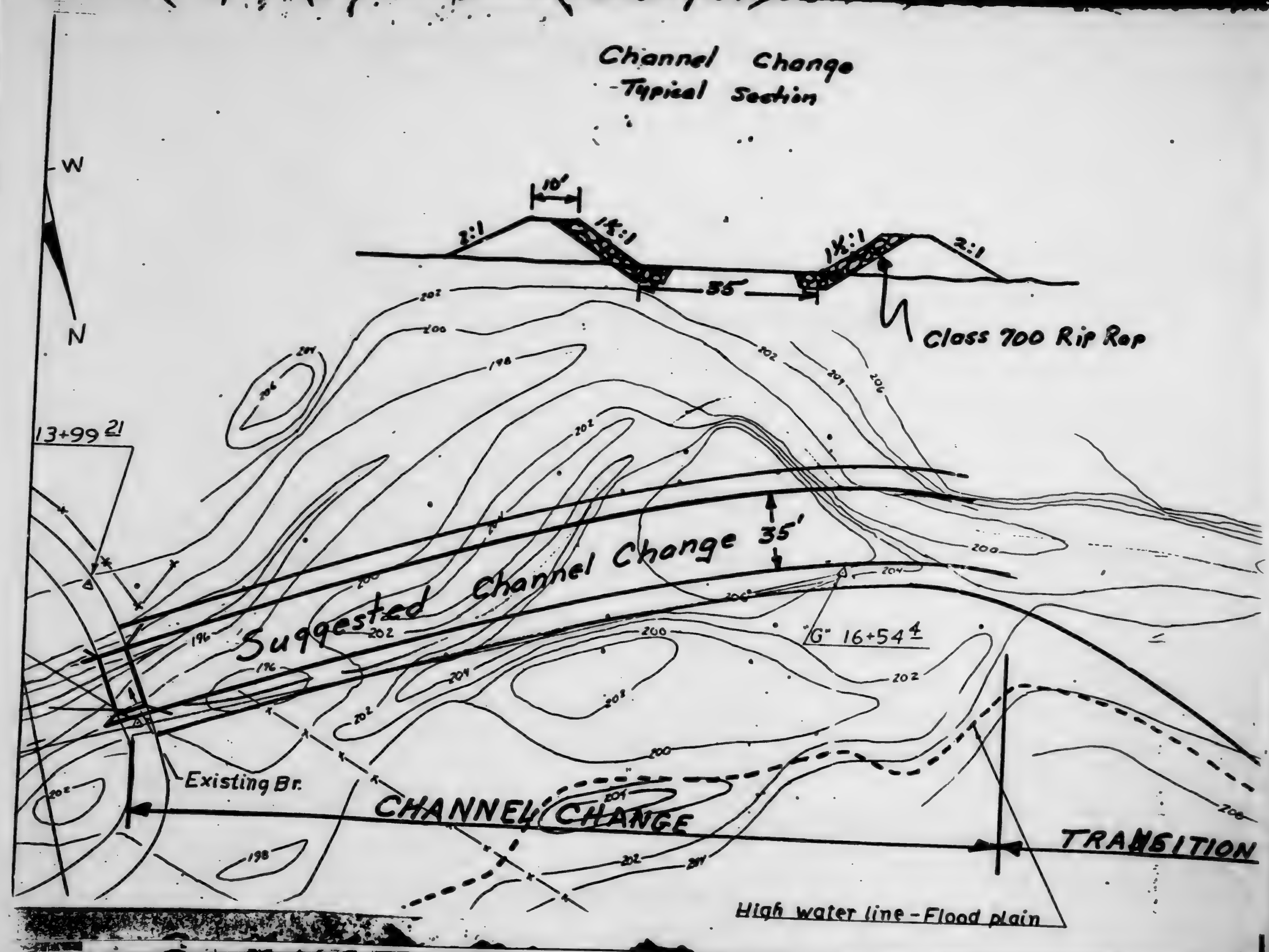
	Design Flood	Max, Flood yr (1974)
Discharge-c.f.s.	1800 cfs	2440 cfs
Frequency-yrs	50 yrs	50^{+} yrs
H.W. Elevation Natural Channel	198^{6}	200^{1}
H.W. Elevation Channel Change		
Velocity - f.p.s.	11 fps	10.2 fps

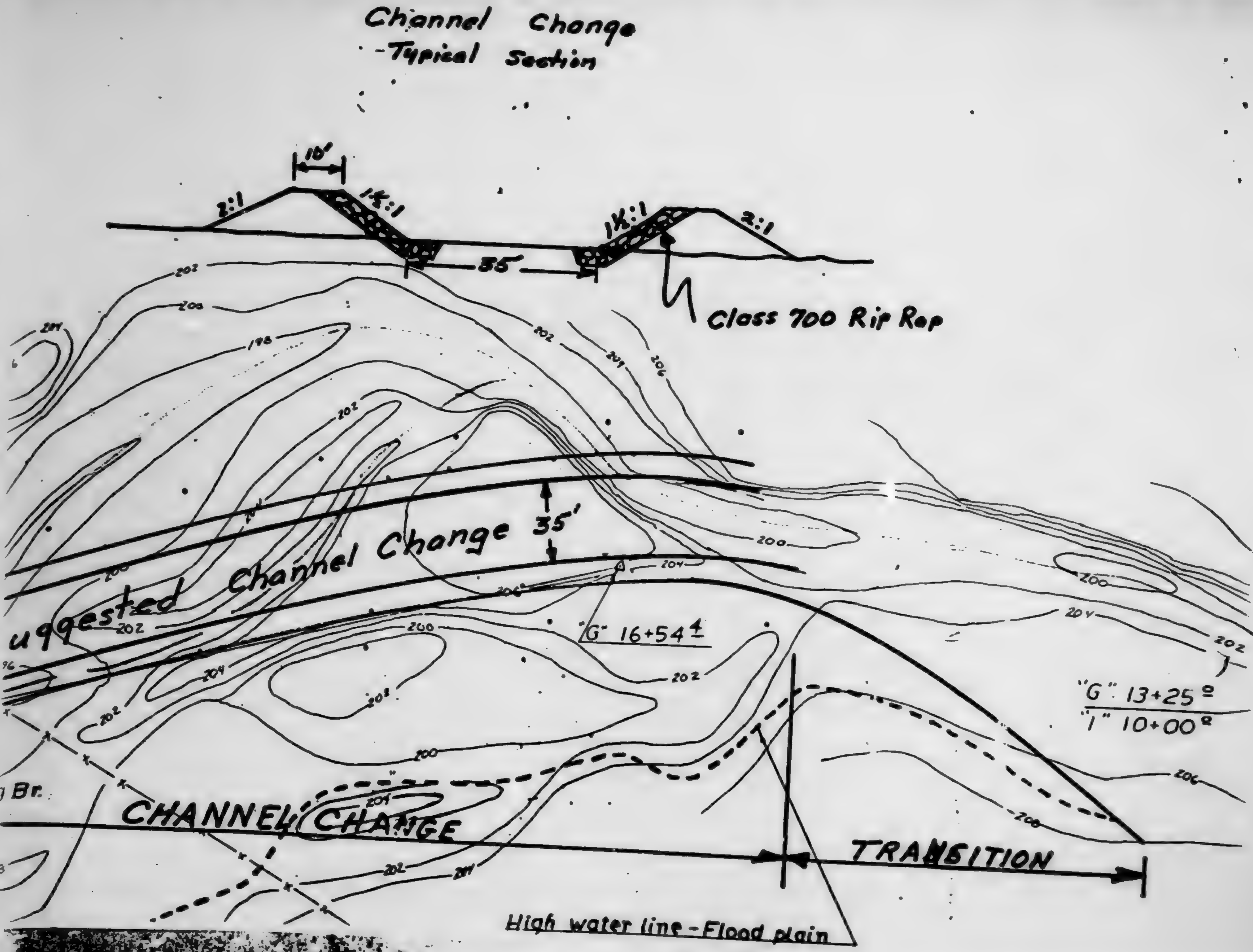
NOTE FOR CANAL :

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION HYDRAULIC UNIT	
Tygh Creek (Shady brook) Bridge Wasco County	
COMPILED BY [illegible]	DATE [illegible]-19-74


Channel Change
-Typical Section
10'
2:1
1½:1
35'
1½:1
2:1
Class 700 Rip Rap
W
N
13+99 21
Suggested Channel Change 35'
"G" 16+54 4
Existing Br.
CHANNEL CHANGE
TRANSITION
High water line - Flood plain
196
198
200
202
204
206


Channel Change
-Typical Section
2:1
1½:1
1½:1
2:1
Class 700 Rip Rap
uggested Channel Change
"G" 16+54±
Br.
CHANNEL CHANGE
TRANSITION
High water line - Flood plain
"G" 13+25º
"I" 10+00º

1

Co. Rd. #229

June 28, 1974

Mr. Rex Kniestedt
Wasco County Road Superintendent
Courthouse
The Dalles, Oregon 97058

Re: P.L. 606, January 1974 Storm Damage
Wasco County

Dear Rex,

Would you please get the easements for the four separate locations as indicated in red on the enclosed sketches.

Also enclosed is the Federal Highway Administration's damage report on Mill Creek Road, FAS 309. We have programed the project with FHWA, but we need your force order covering the permanent work so we can have it approved; then you will be able to make the permanent repairs.

Can the following materials be obtained from cuts or borrows from near by areas. If so, would you please make a sketch for each.

Jap Hollow Creek (Lower) Need 35 c.y. riprap Cl. 100
Need 215 c.y. (Emb. in Pl.) for Detour

Jap Hollow Creek (Upper)
Need approx. 40 c.y. Cl. 700 riprap.

✓Upper Tygh Creek Bridge
Need 400 c.y. (Emb. in Pl.) for Detour.

✓North Mill Creek Bridge
Need 260 c.y. (Emb. in Pl.) for Detour.

Very truly yours,

H. S. Cox
County and City Engineer

By

HR

Harold Reynoldson
Rural Program Engineer

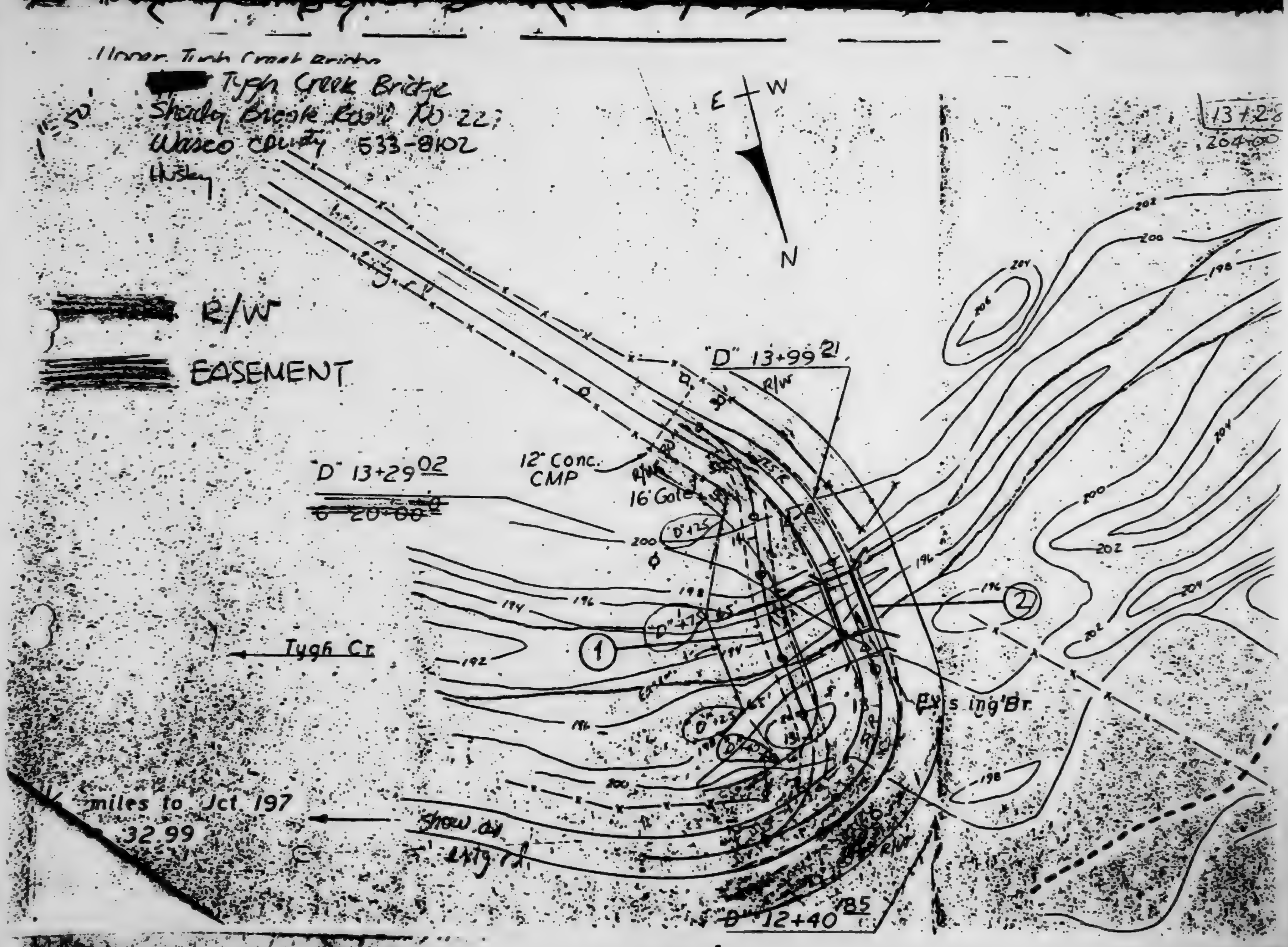
HR:ljt
Encl.

✓ ENGR. ✓ ASST. ✓ DE AE UE
✓ OFF B CE SE RPE

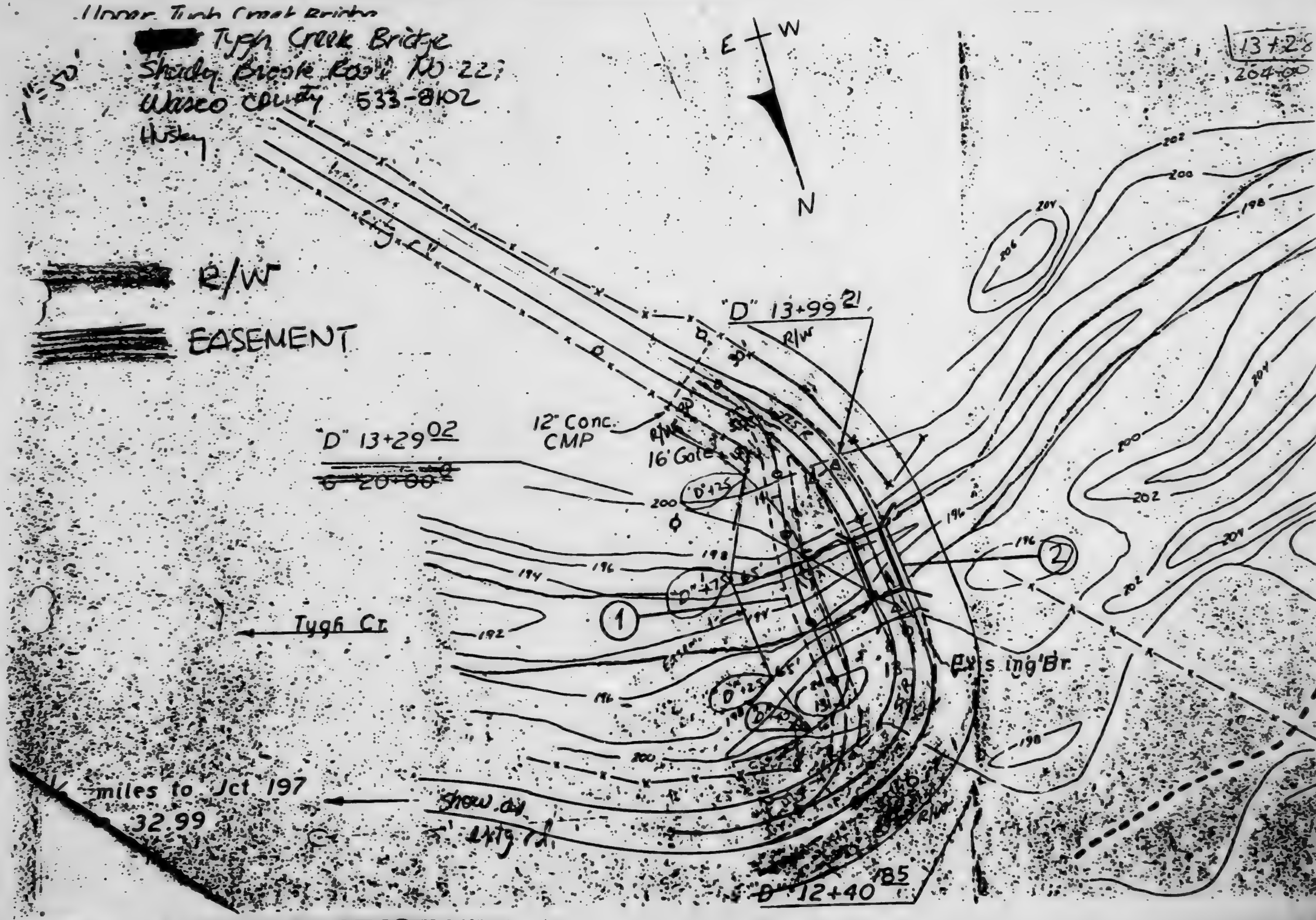
Upper Tygh Creek Bridge

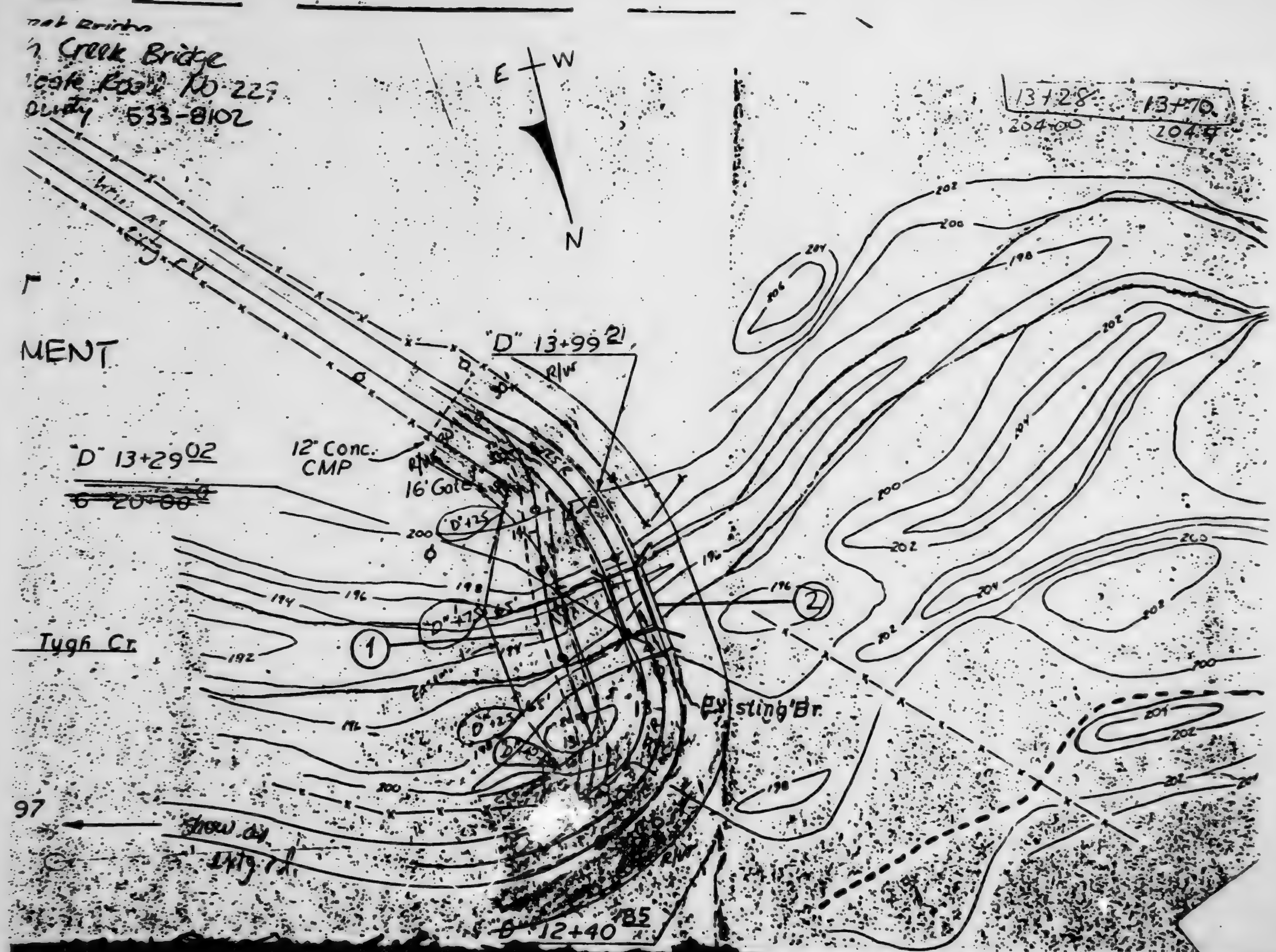
[redacted] Tygh Creek Bridge
Shady Brook Road No 22
Wasco County 533-8102
Husky

1" = 50'



Upper Tygh Creek Bridge
[redacted] Tygh Creek Bridge
Shady Brook Road No 22;
Wasco County 533-8102
Husky




Creek Bridge
Road No 229
ounty 533-8102
E
W
N
MENT
"D" 13+29 02
~~0 20+00~~
12" Conc. CMP
16' Gate
R/W
"D" 13+99 21
"D" 12+40 85
13+28 204.00
13+70 204.9
Tygh Cr.
Existing Br.
①
②
200
198
196
194
192
202
204
206
97
Show ex. extg r/l

P.L.606

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 25, 1974

FILE:

FROM:

SUBJECT: Hydraulics Study
N.F. Mill Creek
County Road 509
Wasco County

TO: MEMO TO FILES

The subject crossing is located about twelve miles southwesterly of The Dalles on Mill Creek Road. Since this road is not on the FAS system, repairs will be made under provisions of PL 606. During the January 1974 flood, the existing 25-foot log stringer bridge failed when the end abutments were undermined causing the structure to collapse.

A discharge of 360 cfs was estimated for the January peak by the slope-area method. Based on regional analysis of data from stream gages in the area, the following peak flow rates were determined for the 6.5 square mile basin area above the bridge site:

Frequency	Discharge
10-year	135 cfs
25-year	185 cfs
50-year	240 cfs

The creek channel through this reach has an average width of 50 feet and maintains a 2.3% gradient. Flow depths are shallow even during extreme flood events such as occurred in January when the depth was only 3.5 feet. Flow depth for a 50-year frequency flood is about 3.15 feet.

Based on the preceeding information, two alternate channel sizes were determined such that normal depth would be maintained in the bridge opening. Both alternates form contractions which will produce some minor amount of backwater.

Alternate No. 1 -- Trapezoidal channel; 22-foot bottom with 1½:1 side slopes

Alternate No. 2 -- Rectangular channel - 25-foot bottom with vertical sides

RECEIVED
COUNTY & CITY SECTION
JUN 25 1974
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ■ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

If the trapezoidal channel is selected, Class 700 rip rap should be used to line the embankments through the opening to an elevation of 103.5 feet.

Richard L. Lenz
Hydraulics Engineer

By

Stephen H. Macnab
Assistant Hydraulics Engineer

Attachment
SHM:ko
cc Walter J. Hart
J.H. Versteeg
Carl Williams
Harold Reynoldson

HYDRAULIC DATA

	Design Flood	Max,Flood yr (1974)
Discharge–c.f.s.	240 cfs	360 cfs
Frequency-yrs	50 yr	100^{+} yrs
H.W. Elevation Natural Channel	101^{5}	101^{85}
H.W. Elevation Channel Change		
Velocity – f.p.s.	4.2	5.3

(Average)

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

N.F. Mill Creek Bridge
Wasco County

COMPILED BY	DATE
Macnab	June 13, 1974

Sheet 1 of ___ Sheets

Form Approved
OMB No. 116-RO254

OFFICE OF
EMERGENCY
PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT
(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.) Wasco County	2. DISASTER DECLARATION DATE 1-25-74
3. STATE Oregon — 4. COUNTY Wasco	5. INSPECTION DATE 5-1-74
6. WORK CATEGORY (SEE DEFINITIONS) a. EMERGENCY ☐ A ☐ B ☐ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1 b. PERMANENT ☐ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H-2 ☐ I-2 c. ITEM NO.	7. MAP OR PHOTO REFERENCE NO.
	8. WORK TO BE ACCOMPLISHED BY: ☐ a. Contract ☐ b. Force Account
9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES Upper Mill Creek Road No. 509	10. PERCENTAGE OF WORK COMPLETED TO DATE

11. DESCRIPTION OF DAMAGE
See Attached.

12. PROPOSED WORK
See Attached.

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
1				
1		Design + Super.		
		TOTAL ESTIMATED COST		

14. INSURANCE COVERAGE ☐ YES ☐ NO AMOUNT ______________

15. RECOMMENDATION

☐ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature & Agency Name)	d. DATE

16. CONCURRENCES

☐ a. YES ☐ b. NO	c. STATE INSPECTOR (Signature) Norman K. Olin	d. AGENCY OR OFFICE	e. DATE 5/15/74
☐ a. YES ☐ b. NO	e. REPRESENTATIVE OF APPLICANT (Signature)		d. DATE

Form OEP 164
April 1973

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL
FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

COPY NO. 2—OEP COPY

Items 11 & 12:

Heavy runoff caused intermittent small slides and ditch erosion. At M.P. 47 a 25-foot long log stringer bridge across the North Fork of Mill Creek washed out. This structure was found to be in a very rotted condition, but was able to carry loads prior to the flood because of the unique qualities of wood. The stream evidently scoured out the log sills and when they settled they crushed because of the rot. The stream was forced to pass around the ends of the bridge because the normal channel was blocked by the structure.

The exposed timber bulkheads are badly rotted. The log stringers don't have obvious rot on the exterior, but at least the downstream stringer is rotted on the inside as evidenced by the hollow sound it gave off when tapped. The interior stringers were not accessible. The ends of the stringers at the bearing points also appeared rotted. I would assume the decking and stringer tops also have rot under the dirt fill across the structure. In view of this the structure is not considered salvageable and a new structure is required.

The stream is estimated to carry some 650 cfs and heavy drift was evident. The road grade is also quite low at this point. In view of this a culvert or group of culverts would not be practical. I recommend that a small prestressed slab bridge be constructed on piling if foundation conditions warrant. The following is my estimate for an 18' x 25' structure.

C-2 Work

Basic structure 18'x 25'@ $20.00/SF	=	$ 9,000
Wing walls (Conc) 15 CY @ $150/CY	=	2,250
(Resteel) 2000# @ 40¢	=	800
Riprap 50 CY @ $10.00	=	500
Mobilize	=	1,500
Remove old bridge	=	500
Foundation exploration	=	500
	Structure subtotal	15,050
Embankment 300 CY @ $2.00	=	600
Surfacing material 150 CY @ $3.50	=	525
Equipment and labor	=	1,000
	Roadwork subtotal	2,125
Engineering [illegible] ~~and contingencies~~ @ 20%	=	3,435
	C-2 Total	$20,610

WASCO COUNTY ROAD NO. 509, UPPER MILL CREEK ROAD
IN SECS. 25, 26 and 35, T. 1 N., R. 11 E., W.M.

TO WHOM IT MAY CONCERN:

On July 5, 1905, a petition by E. Bonomi, et al, was received by the Wasco County Court for consideration. The Court ordered the road viewed.

On September 6, 1905, the Viewer and Surveyor report was read.

On September 7, 1905, the road was declared a County Road and Public Highway by the Wasco County Court.

Additional record available are Road Record, Vol. 2, page 463, Viewer's Report; Vol. 2, page 463, Surveyor's Report; Vol. 2, page 467, Map.

A search of the records does not reveal any vacation proceeding taking place on this road.

WASCO COUNTY COURT

O. W. Kortge

O. W. Kortge, County Judge

Ralph M. Stearns

Ralph M. Stearns, Commissioner

Grant C. S. Cyphers

Grant C. S. Cyphers, Commissioner

8056

Mar 26, '74

March 20, 1974

-marie said FBK said to put on agenda

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

ORIGINAL SIGNED BY
F. B. KLABOE

14 f.

SUBJECT Wasco County Public Law 606 Projects
January 1974 Storm Damage

The Federal Disaster Assistance Administration, under Public Law 606, has concurred in the emergency caused by the heavy rainstorms in January 1974. These storms did extensive damage to a number of Wasco County roads. The County has applied to the FDAA office for P.L. 606 funds to replace or repair these structures.

These projects are located and briefly described by the attached maps and tabulations. The individual projects have not been approved by the FDAA, but the County has informed us that they will be responsible for preliminary engineering for any project not approved by the FDAA.

These projects are:

Jap Hollow Creek (Jap Hollow Rd.) Culverts
County Road #129

Tygh Creek (Shady Brook Rd.) Bridge
County Road #229

N. Fork Mill Creek (Upper Mill Creek Rd.) Br.
County Road #509

Campbell Creek (Proctor Road) Bridge
County Road #411

Eightmile Creek (Endersby Cut-off Rd.) Br.
County Road #112

would there be agreements?

Even though telephonic approval was received on March 15 from Chairman Jackson to proceed with preliminary engineering for these projects, this will be an item on the March 27 meeting agenda for your information.

bc: C. W. Head✓
G. M. Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rulien
H. S. Cox
C. M. Williams
Gary Sund
R. E. Whipps

HR:ljt:dg cm

8056

Mar 26 '74

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 20, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Wasco County ER Projects
January 1974 Storm Damage

The attached tabulations and maps describe and locate a number of bridges in Wasco County that were destroyed or damaged by storms in January of this year. The County has requested financial assistance from the Federal Highway Administration with ER (Emergency Relief) funds. The State is to contract these projects in behalf of the County.

As yet, the FHWA has not concurred in the emergency, but the County has stated that they would be responsible for the preliminary engineering costs not approved by FHWA.

Even though telephonic approval was received on March 15 from Chairman Jackson to proceed with preliminary engineering for these projects, this will be an item on the March 27 meeting agenda for your information.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rulien
H. S. Cox
C. M. Williams
Gary Sund
R. E. Whipps

HR:ljt:dg dpy

8056

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
March 19, 1974

FILE: Mar 26, 74

SUBJECT: Wasco County P.L. 606 Projects

~~FROM:~~ TO: Mr. L. W. Rulien
Project Management Engineer
BUILDING

~~TO:~~

Harold Reynoldson
FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

NOTED
E. S. HUNTER

The FDAA, under P.L. 606, has concurred in the emergency caused by the heavy rainstorms in January, 1974. These storms did extensive damage to a number of Wasco County roads. The County has applied to the FDAA office for P.L. 606 funds to replace or repair these structures.

These projects are located and briefly described by the attached maps and tabulations. The individual projects have not been approved of by the FDAA, but the County has informed us that they will be responsible for preliminary engineering for any project not approved by the FDAA.

Telephonic approval was received from Commissioner Jackson for these projects on March 15, 1974.

HR:ljt
Att.

cc: E. S. Hunter

RECEIVED
MAR 19 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

WASCO COUNTY

P.L. 606, January 1974 Storm Damage

Co. Rd. #112: Eightmile Creek (Endersby Cut-off Road) Bridge. Structure only, $13,500.

The abutments of this structure were weakened by the January, 1974 flood waters.

Construct a reinforced concrete bridge 24 feet in width. No sidewalks. Contractor to construct and maintain a detour.

Co. Rd. #129: Jap Hollow Creek (Jap Hollow Road) Culverts. $37,000.

There are two locations involved in this project. The structure at the upper one was destroyed but the culverts at the lower facility were not of great enough capacity to handle the run-off.

Construct two concrete box culverts with a minimum of a 60 sq. ft. opening. The contractor is to maintain a presently established road which is to be used as a detour.

Co. Rd. #229: Tygh Creek (Shadybrook Road) Bridge, $38,400.

The existing bridge has been greatly damaged by the flood waters of the January, 1974 storm.

Construct a reinforced concrete bridge 18 feet wide. No sidewalks. New structure is to be same location as the existing one. Contractor to construct and maintain detour.

Co. Rd. #411: Campbell Creek (Proctor Road) Bridge, $22,000.

This structure was damaged to the extent that it would be as expensive to repair it as to replace it.

Construct a reinforced concrete bridge 24 feet in width. Contractor to construct and maintain a detour.

Co. Rd. #509: N. Fork Mill Creek (Upper Mill Creek Road) Bridge. Structure only, $24,800.

Both ends of the bridge were washed out by January flood waters.

Construct a reinforced concrete bridge with an 18-foot roadway. No sidewalks. Contractor to construct and maintain a detour.

NOTE: State to make survey and plans, award contract, and supervise construction.

74-a
P.L. 606
3/18/74

8056

[illegible]

Wasco County
5TH & WASHINGTON STREET
THE DALLES, OREGON 97058

March 14, 1974

NOTED
E. S. HUNTER

RECEIVED
COUNTY & CITY SECTION
MAR 15 1974
[illegible]

Mr. H. S. Cox
County & City Engineer
Highway Division
Highway Building
Salem, Oregon 97310

Dear Sy:

This letter will be your notice that in the event any or all of Wasco County's project applications in regard to 606 or ER funding are denied by the FDAA, Wasco County will reimburse the State for all engineering costs incurred by the State.

Sincerely yours,

O. W. KORTGE
County Judge

OWK1pp

cc. E S Hunter ✓
L.W. Rulien

RECEIVED
MAR 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

✓

8056

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
March 11, 1974

~~FROM:~~ TO: Mr. E. S. Hunter
Asst. State Highway Engineer
BUILDING

~~TO:~~

Harold Reynoldson
FROM: Harold Reynoldson
Rural Program Engineer
County & City Unit

Approved by GLJ
3-15-74
JSK

SUBJECT: PROPOSED COUNTY OEP PROJECTS

OEP, P.L. 606 January, 1974 Storm Damage

Jap Hollow Creek (Jap Hollow Rd.) Culverts
County Road #129

Tygh Creek (Shady Brook Rd.) Bridge
County Road #229

N. Fork Mill Creek (Upper Mill Creek Rd.) Br.
County Road #509

Campbell Creek (Proctor Road) Bridge
County Road #411

Eightmile Creek (Endersby Cut-off Rd.) Br.
County Road #112

Wasco County

35,700

These projects are all for bridge replacement or repairs and require vicinity maps be made.

Wasco County is requesting that we seek telephonic approval from the Transportation Commission so that preliminary engineering can begin as soon as possible. We will seek formal approval at a regular Commission meeting.

The OEP office has concurred in the overall State emergency as declared by the Governor, but each of the individual projects has not been approved as yet. The local oep office feels that there should be no problem when they do receive these requests.

If acceptable would you please request telephonic approval for these projects.

HR:ljt

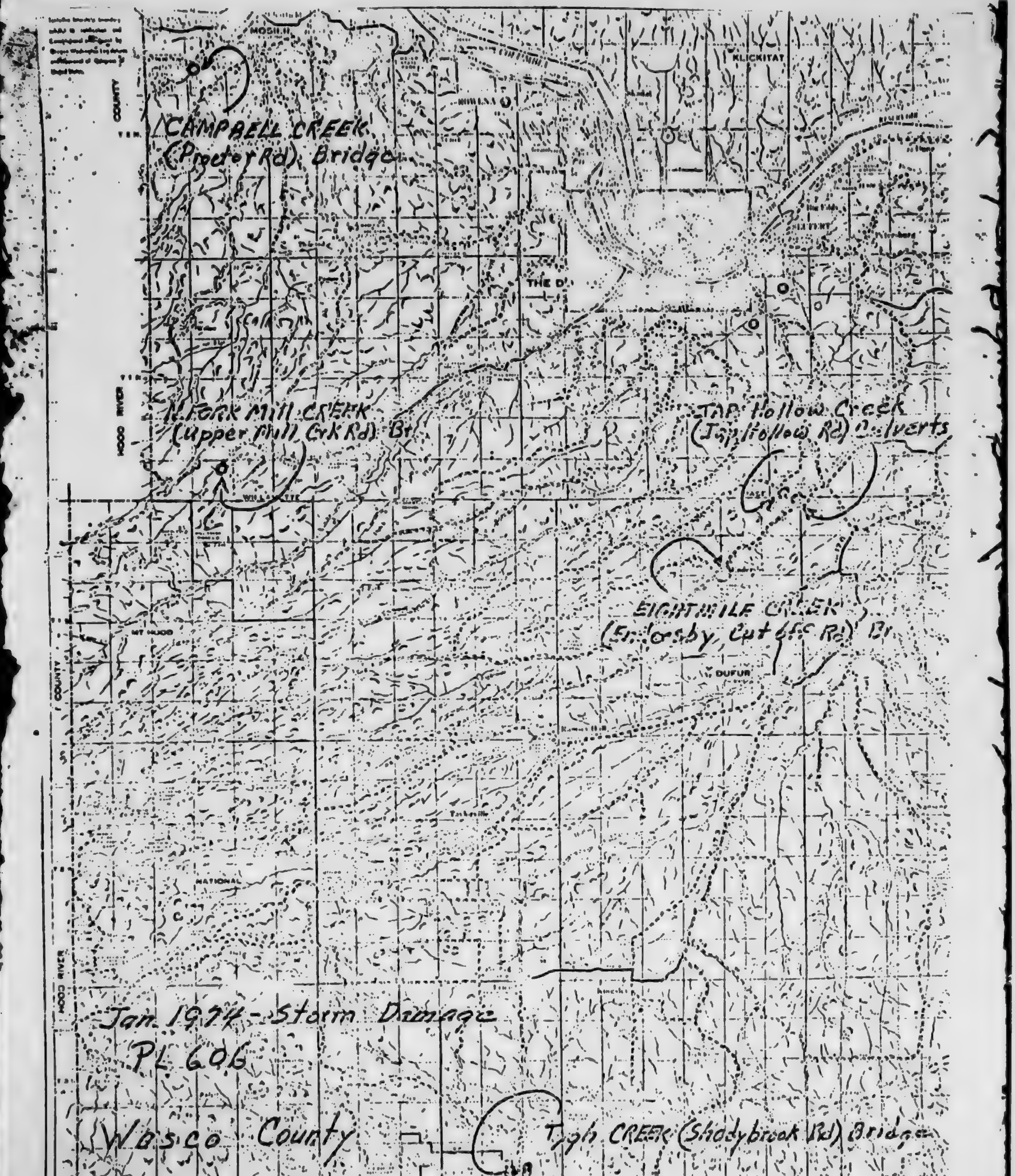
cc: L. W. Rulien

3-12-74

Lonny
Who pays for engineering expense? If ~~B~~ at state and to be reimbursed by E.R. then who pays if E.R. is not approved by Sec? Suggest Co. should be on dotted line to cover this instance. E.S.H.

3-14-74
Ed - this is covered in their application. Reynoldson would correct them so there will be no misunderstanding
Lonny

RECEIVED
11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER



CAMPBELL CREEK
(Proctor Rd) Bridge

N. FORK MILL CREEK
(upper Mill Crk Rd) Br.

JAP Hollow Creek
(Jap Hollow Rd) Culverts

EIGHTMILE CREEK
(Endersby Cut off Rd) Br

Tygh CREEK (Shadybrook Rd) Bridge

Jan. 1974 - Storm Damage
PL 606

Wasco County

RECEIVED
COUNTY & CITY SECTION
MAR 8 - 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ [illegible] ☐ [illegible] ☐ [illegible] ☐ [illegible] ☐

PL-606

COUNTY ROAD ~~[illegible]~~ PROJECT REQUEST

Name of County Wasco FAS No. ________ Date 3/1/74
County Road Name Upper Mill Creek Road No. 509
Section Name N. Fork Mill Creek
Type of Project Bridge
Location of Project (Attach sketch map) ________
ADT ________ Design Speed ________

Is this request for county bridge design only? Yes x No ____
county FAS bridge design? Yes ____ No ____
Will County hire consultant for this project? Yes ____ No ____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ________ Total Travel Width ____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ________ Width Each Side ________
(AC, Pug Cold Mix, Oil Mat) Total Top Width ________

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ________

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No__________
If answer is No, which of the following applies?
Contrary to public safety__________Cost excessive to need or use__________
Sparse population__________Area exempt from bike law__________
What is desired width of trail or walkway__________ft.
What type of surface treatment is desired__________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________No__________
What type of separation from roadway will be used?__________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes__________No__________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No__________

12. Will replacement be by: County__________Contract__________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes____ No____

26. Will detour be constructed & maintained by Contractor? Yes____ No____

27. Will County sign project outside work area during construction?
Yes____ No____

28. Will Contractor sign project outside work area during construction?
Yes____ No____

29. Should contract provide for permanent signing? Yes____ No____

30. Should State do permanent signing? Yes____ No____

31. Will traffic signals be required? Yes____ No____
If yes, give location and type desired____________________
____

32. Is project contingent upon other factors? Yes____ No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain____________________
____
____

Remarks re Section I:____________________
____
____
____
____

II. BRIDGE PROJECT DATA

1. Name of river or stream Mill Creek

2. Name of bridge____________________

3. Dimensions of existing bridge. Length 25' Roadway Width 12'

4. Type of design and material used in existing bridge. Timber stringer
____
____

5. Location (please attach map with location marked):____________________
Section 35 Township 1 North, Range 11 East, W.M.

6. Desired width of proposed bridge 18' Approx. length 30'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No__x__
Upstream__________ Downstream__________ Width__________

8. Does County wish a particular type of bridge design? Yes__x__ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)______Concrete______

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No__x__
Explain__________

10. Foundation Testing: By County? Yes_____ No__x__
By State? Yes__x__ No_____

11. Will County close road during construction? Yes_____ No__x__

12. Can presently established road be used as detour? Yes_____ No__x__

13. Must a new detour be constructed? Yes__x__ No_____

14. Will detour be constructed & maintained by County? Yes_____ No__x__

15. Will detour be constructed & maintained by Contractor? Yes__x__ No_____

16. Will County sign project outside work area during construction?
Yes_____ No__x__

17. Will Contractor sign project outside work area during construction?
Yes__x__ No_____

18. Approaches or Connections by County Yes_____ No__x__
by Contractor Yes__x__ No_____
Traveled surface: Type__Gravel__ Width__14'__
Shoulder surface: Type__________ Width__________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes__x__ No_____

N.W. quadrant distance from structure__________
N.E. quadrant distance from structure__________
S.W. quadrant distance from structure___150'___
S.E. quadrant distance from structure__________

20. **Guardrail:** Desired on approaches or connections: Yes_____ No__x__
By County_______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes______ No______

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:**
Remain in place? Yes_____ No__x__
Use for detour? Yes_____ No__x__
Removed by County? Yes_____ No__x__
Removed by Contractor? Yes__x__ No_____
Salvaged by Contractor for County? Yes_____ No__x__

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:
By County? Yes_____ No__x__
By Contractor? Yes__x__ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No__x_____ Size__________
Company____
b. Sanitary sewer mains: Yes________ No__x_____ Size__________
Company____
c. Storm sewer: Yes________ No__x_____ Size__________
Company____
d. Gas mains: Yes________ No__x_____ Size__________
Company____
e. Power lines: Yes________ No__x_____ Size__________
Company____
f. Telephone lines: Yes________ No__x_____ Size__________
Company____
g. Other Utilities:____

24. Does County wish provisions made for future utility attachment to structure?
Yes__x_____ No________

25 Does County wish lightpost bases and conduit installed?
Yes________ No__x_____

26. Does County wish complete job of illumination in project?
Yes________ No__x_____

27. Is project contingent upon other factors? Yes_______ No__x___
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ____________________

Remarks re Section II: ____________________

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes__X__ No_____
   By Consultant? Yes_____ No__X__
   By County? Yes_____ No__X__
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes_____ No__X__

3. Construction plans and specifications to be prepared:
   By State? Yes__X__ No_____
   By Consultant? Yes_____ No__X__
   By County? Yes_____ No__X__

4. Does County desire center line to be permanently monumented as part of project? Yes_____ No__X__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_____ No__X__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60' Minimum 60'

2. Is any additional right-of-way needed? Yes____ No x

3. Should State prepare options? Yes____ No x

4. Should State negotiate & acquire right-of-way in behalf of County? Yes___ No x

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No x

6. Should material source site be included in right-of-way descriptions? Yes____ No x

7. Is there any merchantable timber on right-of-way? Yes____ No x

8. Will timber be reserved for owner? Yes____ No x
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No x

10. Is a hearing necessary? Yes____ No x
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No x
If yes, give type and name of utility company:____________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes____ No x
If yes, give type and name of utility company:____________

13. Are utilities on existing right-of-way by permit ____ or by franchise____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No x
If yes, give name of irrigation company or district____________
and dates between which water can be turned off: From____________ To____________

15. Are there any railroad crossings? Yes____ No x

16. Name of Railroad____________

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) ________________(Right)

19. Number of Trains: Passenger____________ Speed____________
Freight____________ Speed____________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade ______
Overcrossing ______
Undercrossing ______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No__X__
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ______ Quarry ______ Cinders ______

2. Owner: County ______ State ______ Private ______ Other ______

3. Location: ______ Section ______ Township ______ Range ______ W.M.

4. If County lease, what are royalty payments? ______

5. Materials furnished by County: Borrow ______ Select Topping ______
Base Course ______ Level Course ______ Mineral Agregates ______
Location ______
Miscellaneous Items ______

Remarks re Section V ______

VI. FINANCIAL DATA

1. Estimated Cost: $ ______

2. Available FAS Funds $ ______

3. Does County wish advancement of future Federal funds? Yes ____ No ____
Amount ______

4. Date match money is available ______

5. Will there be any 100% County money? Yes ______ No ______

6. Maximum amount of 100% County money available: $ ______

7. Date County requests letting: ______

Remarks re Section VI ______

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By ______
County Judge ~~or Comm. Chairman~~

By ______
County Commissioner

By ______
County Commissioner

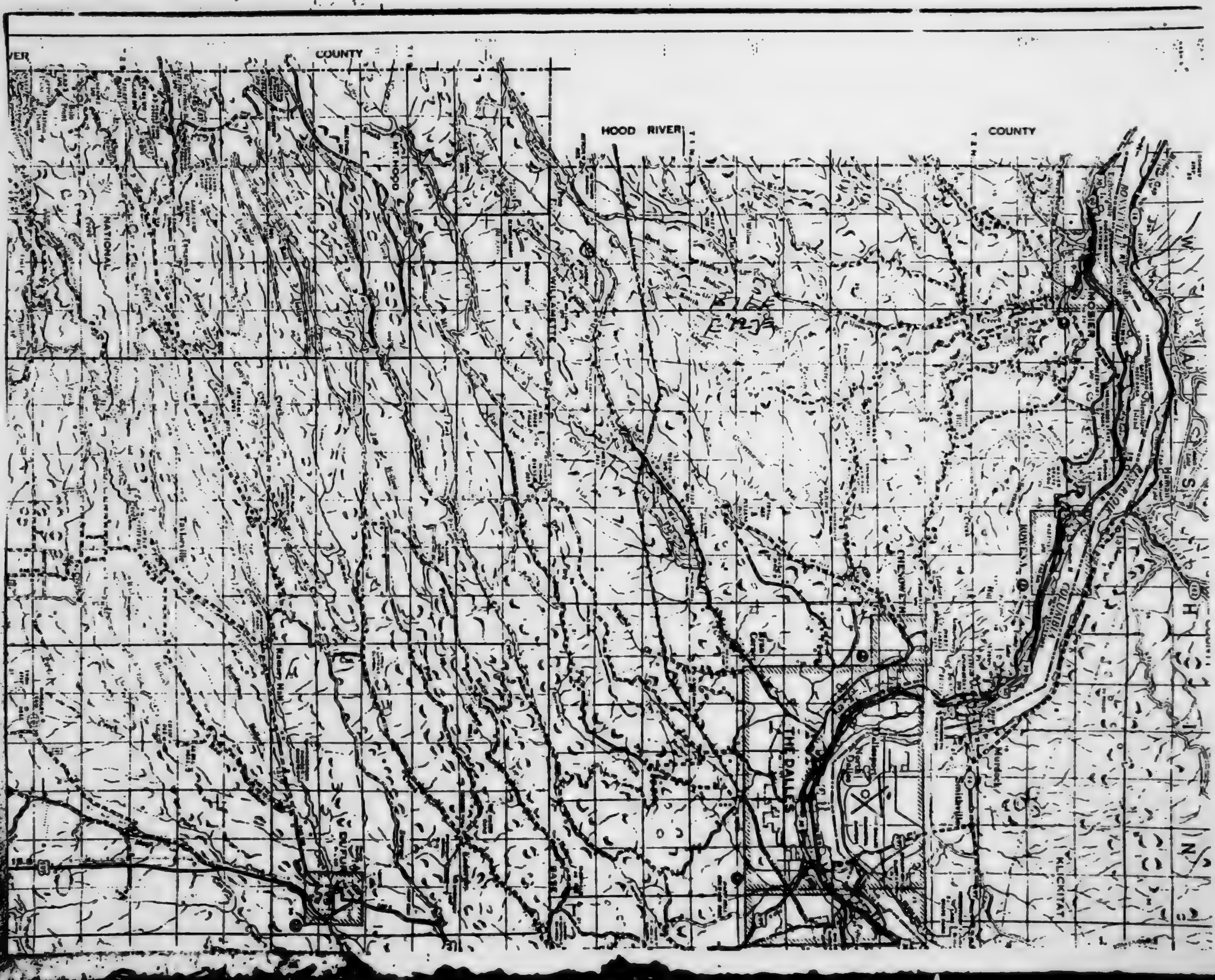
By ______
County Engineer or Roadmaster

County Wasco

Date March 6, 1974

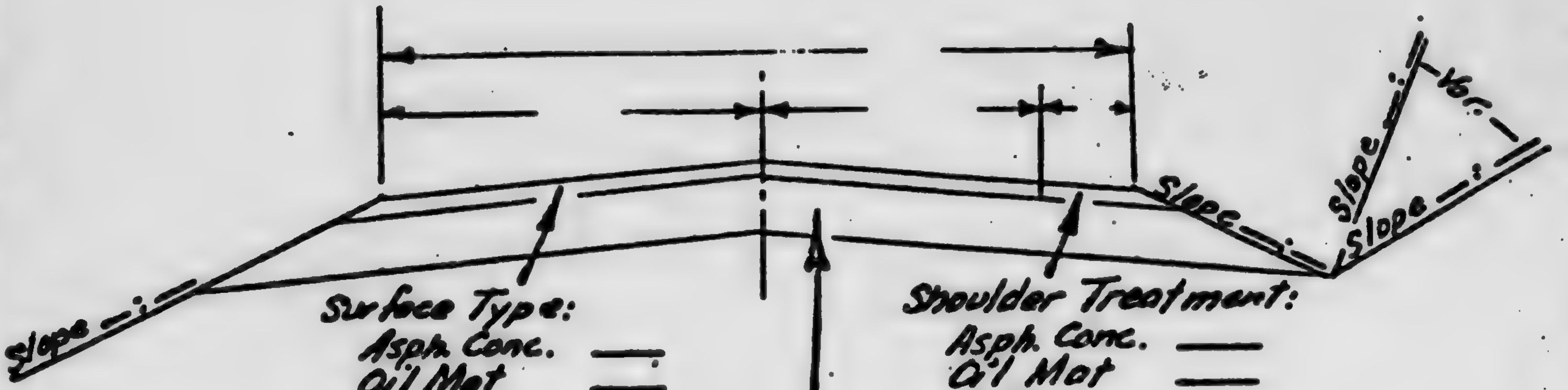
______
O.S.H.D. Field Engineer

Date 3-11-74



HOOD RIVER
COUNTY
HOOD RIVER
COUNTY
MT HOOD
NATIONAL
THE DALLES
CHENOWETH
MOSIER
DUFUR
KLICKITAT
COLUMBIA
WASHINGTON

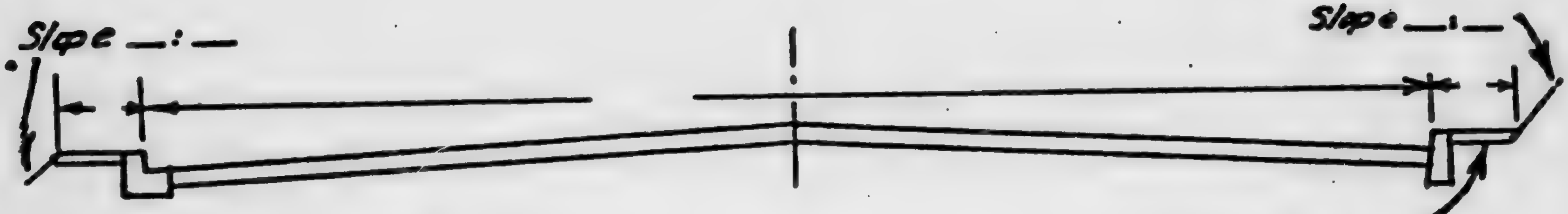
TYPICAL SECTION



Surface Type:
Asph. Conc. ___
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___



No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs
Type "C" ___
Curb & Gutter ___
Other ___

RECEIVED
COUNTY & CITY SECTION
MAR 8 - 1974
☐ ENGR. ☐ COGR. ☐ OE ☐ AE ☐ DE
☐ RPE ☐ CE ☐ RE ☐ RPE ☐

PL-606

COUNTY ROAD [redacted] PROJECT REQUEST

Name of County Wasco FAS No. ____ Date 3/1/74
County Road Name Shadybrook County Road No. 229
Section Name Tygh Creek
Type of Project Bridge
Location of Project (Attach sketch map) ____
ADT 5 Design Speed 10 mph

Is this request for county bridge design only? Yes x No ____
county FAS bridge design? Yes ____ No x
Will County hire consultant for this project? Yes ____ No X
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ (AC, Pug Cold Mix, Penetration Mat) Total Travel Width ____

2. Shoulders: Type ____ (AC, Pug Cold Mix, Oil Mat) Width Each Side ____ Total Top Width ____

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired?   Yes__________No__________
If answer is No, which of the following applies?
Contrary to public safety__________Cost excessive to need or use__________
Sparse population____________Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________No____________
What type of separation from roadway will be used?______________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes__________No__________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No__________

12. Will replacement be by: County____________Contract____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade?   Yes____ No_____

14. Will County adjust structure to additional width?   Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control?   Yes_____No_____
By seeding and mulching   Yes_____No_____
By rock blanket   Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction?   Yes_____No_____

23. Can through traffic be detoured?   Yes_____No_____

24. Must new detour be constructed?   Yes_____No_____

25. Will detour be constructed and maintained by County? Yes____ No____

26. Will detour be constructed & maintained by Contractor? Yes____ No____

27. Will County sign project outside work area during construction?
Yes____ No____

28. Will Contractor sign project outside work area during construction?
Yes____ No____

29. Should contract provide for permanent signing? Yes____ No____

30. Should State do permanent signing? Yes____ No____

31. Will traffic signals be required? Yes____ No____
If yes, give location and type desired____________________

32. Is project contingent upon other factors? Yes____ No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain____________________

Remarks re Section I:____________________

II. BRIDGE PROJECT DATA

1. Name of river or stream Tygh Creek

2. Name of bridge____________________

3. Dimensions of existing bridge. Length 30' Roadway Width 15'

4. Type of design and material used in existing bridge. Timber

5. Location (please attach map with location marked):____________________
Section 25 Township 3 South, Range 12 East, W.M.

6. Desired width of proposed bridge 18' Approx. length 40'
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No__X___
Upstream__________ Downstream__________ Width__________

8. Does County wish a particular type of bridge design? Yes__X__ No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)___Concrete___________
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No__X___
Explain____

10. Foundation Testing: By County? Yes_____ No__X___
By State? Yes__X__ No______

11. Will County close road during construction? Yes_____ No__X___

12. Can presently established road be used as detour? Yes_____ No__X___

13. Must a new detour be constructed? Yes__X__ No______

14. Will detour be constructed & maintained by County? Yes______ No__X___

15. Will detour be constructed & maintained by Contractor? Yes__X__ No______

16. Will County sign project outside work area during construction?
Yes______ No__X___

17. Will Contractor sign project outside work area during construction?
Yes__X__ No______

18. Approaches or Connections by County Yes______ No__X___
by Contractor Yes__X__ No______
Traveled surface: Type__Gravel____ Width__18'________
Shoulder surface: Type______________ Width______________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______ No__X___

N.W. quadrant distance from structure________________
N.E. quadrant distance from structure________________
S.W. quadrant distance from structure________________
S.E. quadrant distance from structure________________

20. **Guardrail:** Desired on approaches or connections: Yes_____ No__X__
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes______ No______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No__x__
Use for detour? Yes_____ No__x__
Removed by County? Yes_____ No__x__
Removed by Contractor? Yes__x__ No_____
Salvaged by Contractor for County? Yes_____ No__x__
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No__x__
By Contractor? Yes__x__ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No__x____ Size__________
Company____
b. Sanitary sewer mains: Yes________ No__x____ Size__________
Company____
c. Storm sewer: Yes________ No__x____ Size__________
Company____
d. Gas mains: Yes________ No__x____ Size__________
Company____
e. Power lines: Yes________ No__x____ Size__________
Company____
f. Telephone lines: Yes________ No__x____ Size__________
Company____
g. Other Utilities:____
____

24. Does County wish provisions made for future utility attachment to structure? Yes________ No__x____

25. Does County wish lightpost bases and conduit installed?
Yes________ No__x____

26. Does County wish complete job of illumination in project?
Yes________ No__x____

27. Is project contingent upon other factors? Yes_______ No__x___
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ____

____

____

____

Remarks re Section II: _______________________________________

____

____

____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   - By State? Yes___x___ No________
   - By Consultant? Yes________ No___x___
   - By County? Yes________ No___x___

   (NOTE: a. If project is cancelled, County must pay for survey
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes________ No___x___

3. Construction plans and specifications to be prepared:
   - By State? Yes___x___ No________
   - By Consultant? Yes________ No___x___
   - By County? Yes________ No___x___

4. Does County desire center line to be permanently monumented as part of project? Yes________ No___x___

5. Does County desire right-of-way to be permanently monumented as part of project? Yes________ No___x___

   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

____

____

____

____

____

____

____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum __60'__ Minimum __60'__

2. Is any additional right-of-way needed? Yes_____ No__x__

3. Should State prepare options? Yes_____ No__x__

4. Should State negotiate & acquire right-of-way in behalf of County? Yes___ No_x_

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No__x__

6. Should material source site be included in right-of-way descriptions? Yes_____ No__x__

7. Is there any merchantable timber on right-of-way? Yes_____ No__x__

8. Will timber be reserved for owner? Yes_____ No__x__
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No__x__

10. Is a hearing necessary? Yes_____ No__x__
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No__x__
If yes, give type and name of utility company:______________________________
____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No__x__
If yes, give type and name of utility company:______________________________
____

13. Are utilities on existing right-of-way by permit ______ or by franchise______
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No__x__
If yes, give name of irrigation company or district____________________
____
and dates between which water can be turned off: From__________________
To__________________

15. Are there any railroad crossings? Yes_____ No__x__

16. Name of Railroad____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _____________ (Left) _____________(Right)

19. Number of Trains: Passenger__________ Speed__________
Freight__________ Speed__________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade ______
Overcrossing ______
Undercrossing ______

22. Existing Protection:
Advance warning signs_____ Automatic flashing_____ Stop signs_____
Crossbucks _____ Automatic bell _____ Gates _____

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes_____ No_____

25. Will railroad crossing be altered: Yes_____ No_____
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No_____

29. Will P.U.C. application be made by State______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_x_
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ______________ Quarry ______________ Cinders ______________

2. Owner: County _____ State _____ Private _____ Other _____

3. Location: __________ Section _____ Township _________ Range _______ W.M.

4. If County lease, what are royalty payments? ______________________________

5. Materials furnished by County: Borrow _______ Select Topping _______
   Base Course _______ Level Course _______ Mineral Agregates _______
   Location ____
   Miscellaneous Items ______________________________________

Remarks re Section V ____

VI. FINANCIAL DATA

1. Estimated Cost: $ ______________

2. Available FAS Funds $ ______________

3. Does County wish advancement of future Federal funds? Yes _____ No _____
   Amount ______________

4. Date match money is available ______________________

5. Will there be any 100% County money? Yes _____ No _____

6. Maximum amount of 100% County money available: $ ______________

7. Date County requests letting: ______________________

Remarks re Section VI ____

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______________________________________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By ______________________
County Judge

By ______________________
County Commissioner

By ______________________
County Commissioner

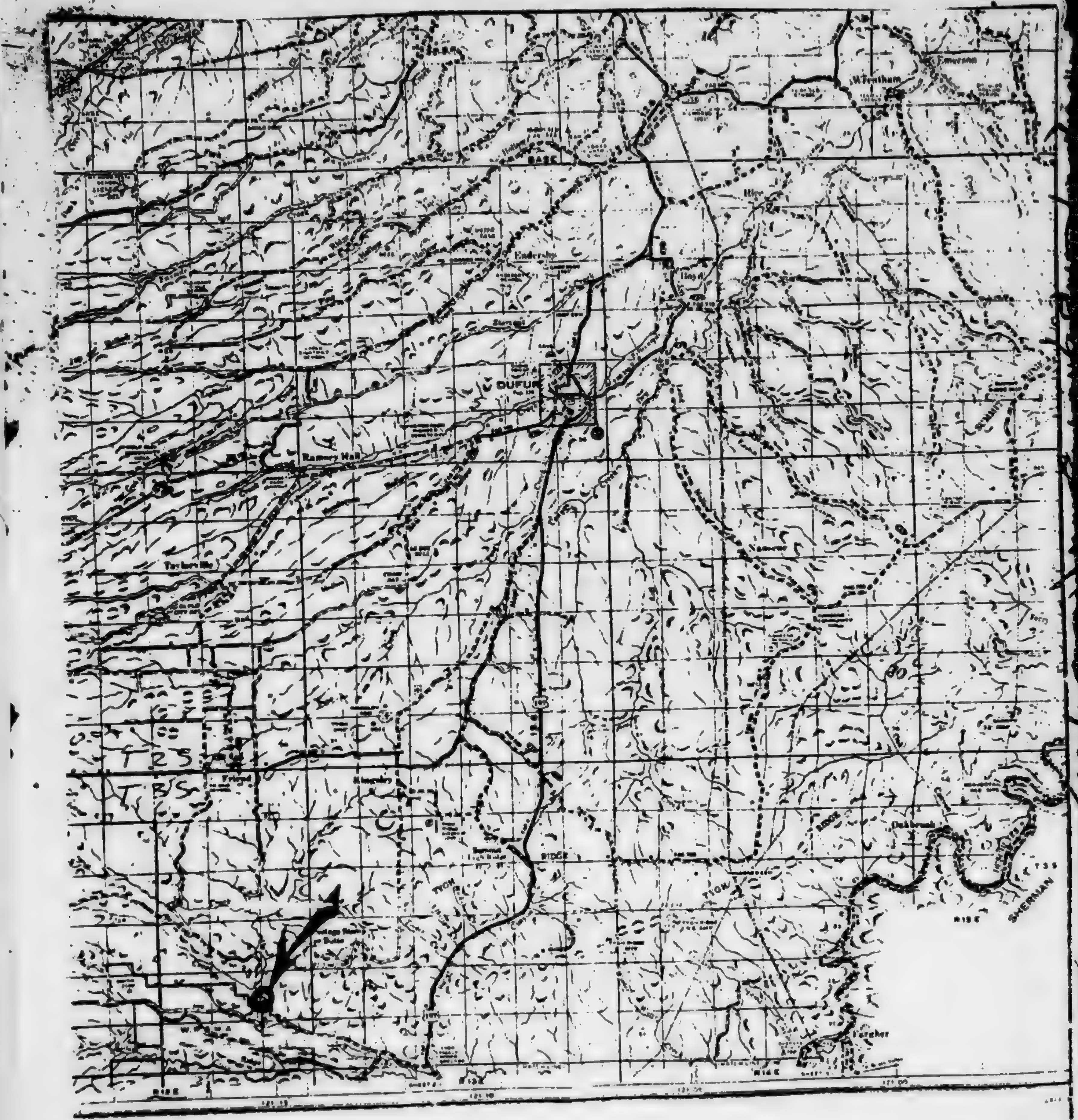
By ______________________
County Engineer or Roadmaster

County Wasco

Date March 6, 1974

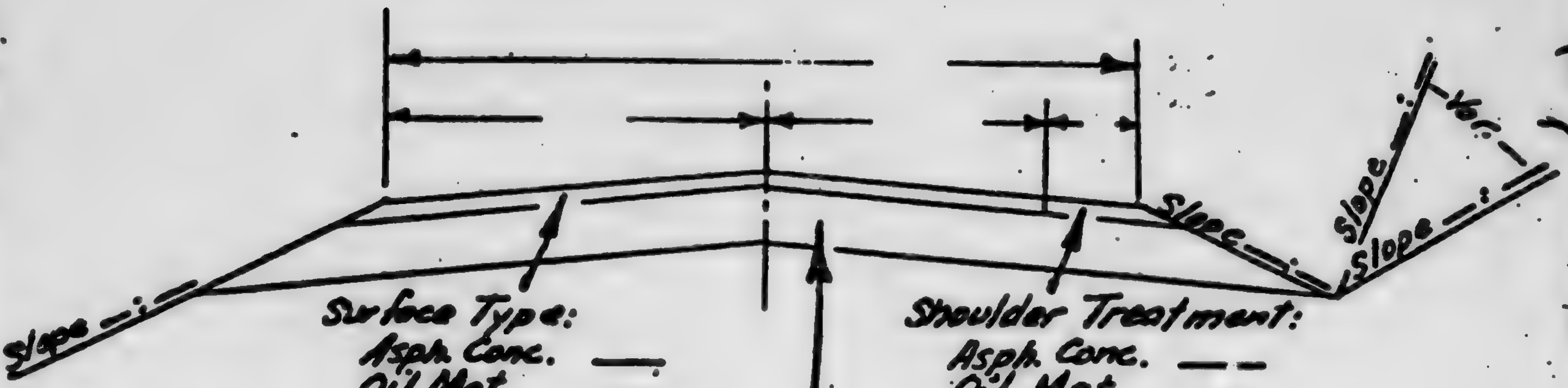
____
O.S.H.D. Field Engineer

Date 3-11-74



Wrentham
Emerson
BASE
Endersby
Boyd
Sunset
DUFUR
Ramsey Hall
Taylorville
T 2 S
T 3 S
Friend
Kingsley
TYGH
RIDGE
TYGH
RIDGE
Dalebrook
Fargher
T 3 S
SHERMAN
R 15 E
R 13 E
R 14 E
R 15 E

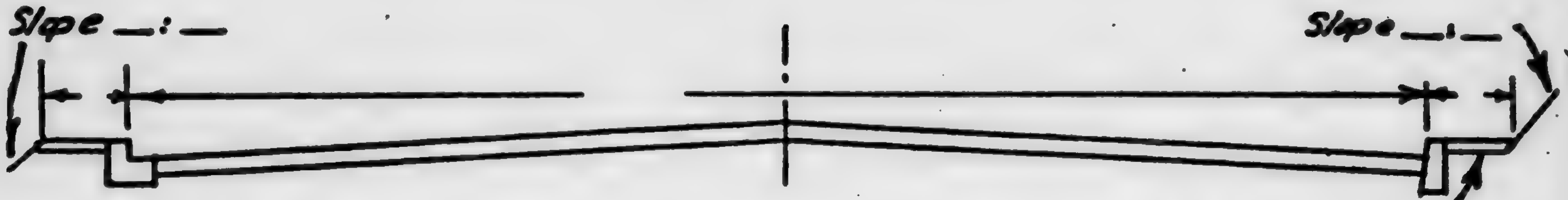
TYPICAL SECTION



Surface Type:
Asph. Conc. ___
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___

Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___



No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs
Type "C" ___
Curb & Gutter ___
Other ___

Pl 6.6

Form 530 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section North Fork Mill Creek Bridge- Upper Mill Creek Road (Site #5)

Date February 20, 74

Highway County Road No. 509

Authorization No. 5

County Wasco

Survey No. 533-8103 (assigned by Salem office)

Description of termini, route, length, etc.: North Fork Mill Creek Bridge, located approximately 12 miles on Mill Creek Road. Length of proposed structure- 30 feet ±.

RECEIVED
COUNTY & CITY SECTION
MAR 22 1974
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CP ☐ RE ☐ RPE ☐

Purpose of survey: Wasco County has requested plans to be prepared for the replacement of a structure destroyed by flood waters. Width of structure to coincide with roadway width of 18 feet.

Estimate of cost:	Spec's	(921)	200	
	Found Expl	(926)	500	
	Field Survey	(901) = ~~1,172.00~~	2500	
	~~Plans~~xxxxxxxx	(905)		
	Bridge	(906)	2,500	
	Soils	(910)	100	P.L. 606
	Hydraulics	(918)	500	

Total estimated cost of survey . . . . . . $ 6,300

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . ...

Total all authorizations approved (Salem) . . ..

INSTRUCTIONS

Submit four copies to Salem. After ap... the Assistant State Highway Engineer, one co... to the Regional Engineer and one copy to the ...ineer.

This form does not constitute authori... making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Norman L. Oliva, Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Victor D Wolfe, Location Engineer

Approved:

Assistant State Highway Engineer

OFFICE ENGINEERING SECTION

P. E. APPR. ....

FED. AID .... STATE .... PL 606

SP*20006-724

Site # 5 N. Fork Mill Creek
Mill Creek Road

11 Miles S. W. of The Dalles

Existing:	Log Stringer W/Log abutments, single span, 25 ft. long, rdwy width of 12 ft.
Damage:	Lt. & Rt. Abutments washed out and destroyed. Heavy damage to superstructure. Heavy damage to deck.
Proposed Repair:	Replace structure with 30 ft. precast concrete slab structure w/rdwy width of 18 ft. and concrete abutments, raised adequately enough to provide drift passage.

Form OEP 241
May 1973

Upper Mill Cr. 509 ③

Form Approved
OMB No. 116-R0262

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

BRIDGE SURVEY

(Supplement to Damage Survey Report)

APPLICANT	ITEM NO.	DATE OF INSPECTION
Wasco Co.		2/13/74

I APPROACH ROAD

a. LOCAL OR STATE CLASSIFICATION: Local

b. SURFACING: None

c. AVERAGE WIDTH	LEFT APPROACH	RIGHT APPROACH
TRAVELED WAY	14 FT.	″ FT.
SHOULDERS	FT.	FT.

d. SAFE SPEED LIMIT AT BRIDGE ★: 10

ADT AT BRIDGE ★:

II BRIDGE

a. TYPE OF BRIDGE: Log Stringer

b. AGE OF BRIDGE ★:

c. REMAINING SERVICE LIFE PRIOR TO DISASTER:

d. BRIDGE COMPONENTS	TYPE OF CONSTRUCTION	DAMAGE DUE TO DISASTER (CHECK ONE)			
		DESTROYED	HEAVY	LIGHT	NONE
SUPERSTRUCTURE (LESS DECK)	Log Stringer		✓		
DECK	Wood		✓		
SIDEWALKS					N/A
LEFT ABUTMENT	Log	✓			
RIGHT ABUTMENT	″	✓			
PIERS					N/A
WINGWALLS					N/A
SLOPE PROTECTION					✓
STREAM CHANNEL					✓

e. BRIDGE STATISTICS	EXISTING PRIOR TO DISASTER			PROPOSED (DO NOT COMPLETE IF BRIDGE IS REPAIRABLE)		
CURB TO CURB WIDTH	12 FT.			13 FT.		
BRIDGE LENGTH	23 FT.			30 FT.		
NO. OF SPANS OR CELLS	1			1		
SIDEWALKS	☑ NONE	☐ ONE SIDE	☐ TWO SIDES	☑ NONE	☐ ONE SIDE	☐ TWO SIDES
WIDTH		FT.	FT.		FT.	FT.
LOAD LIMIT ★	TONS			TONS		
WATERWAY OPENING	22' X 4'			23' X 6'		
DRAINAGE AREA ★	ACRES			ACRES		

III COMMENTS

1. DISASTER-RELATED DAMAGES ARE (ARE NOT) REPAIRABLE.

Washed both abutments out, structure should be replaced with concrete slab structure with concrete abutments. The structure should be increased in length & also raised to adequate waterway opening to provide drift passage

PREPARED BY	FEDERAL AGENCY	DATE

INSTRUCTIONS ON REVERSE SIDE

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section (Tygh Creek Bridge) Shady Brook Road (Site #4)
Date February 20, 1974
Highway County Road No. 229
Authorization No 4
County Wasco
Survey Prefix 533-8102
(Assigned by Salem office)

Description of termini, route, length, etc.: Tygh Creek Bridge, located approximately 3½ miles West of Jct. at M. P. 32.99- The Dalles- California Highway. Length of Structure- 40 feet.

RECEIVED
COUNTY & CITY SECTION
MAR 22 1974
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Purpose of survey: Wasco County has requested plans to be prepared for the replacement of structure damaged by flood waters. Structure width to coincide with road width- 18 feet.

Estimate of cost:

Spec's	(921)	200
Found Expl.	(926)	500
Field Survey	(901) = ~~1,304.00~~	3000
~~Plans~~xxxxxxxx(905)		
Bridge	(906)	2,500
Soils	(910)	100
Hydraulics	(318)	500

P.L. 606

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 6,800
Previous authorization . . . . .
Additional authorization requested . . . .
Additional authorization approved (Salem) .
Total all authorizations approved (Salem) . .

Requests made by:
Norman L. Oliva
Field Engineer
Norman L. Oliva

Recommended for Approval:
Victor D. Wolfe
Location Engineer

Recommended for Approval:
Regional Engineer

Approved:
Assistant State Highway Engineer

SP*33004-734

OFFICE ENGINEERING SECTION
P. E. APPR.
FED AID STATE PL 606 Appr. 3-22-74

Site # 4   Tygh [illegible]ek = Shadybrook Road   4 miles N.W. of Tygh Valley

Existing:	Timber Stringer, single span, 30 ft. long, rdwy width, 15 ft.
Damage:	Left abutment undermined, dropped 3 feet and is considered destroyed. Heavy erosion under wingwalls Heavy scour in stream channel.
Proposed Repair:	Replace structure with two 50 ft precast, prestressed slab.

Form OEP 241
May 1973

S [illegible] 229 ④

Form Approved
OMB No. 116-R0262

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

BRIDGE SURVEY
(Supplement to Damage Survey Report)

APPLICANT [illegible]	ITEM NO.	DATE OF INSPECTION 2/6/74

I APPROACH ROAD

a. LOCAL OR STATE CLASSIFICATION County Rd	b. SURFACING Gravel	
c. AVERAGE WIDTH	LEFT APPROACH	RIGHT APPROACH
TRAVELED WAY	20' FT.	18' FT.
SHOULDERS	— FT.	— FT.
d. SAFE SPEED LIMIT AT BRIDGE ★ 5 mph	ADT AT BRIDGE ★ 75 (1973) (5)	

II BRIDGE

a. TYPE OF BRIDGE	b. AGE OF BRIDGE ★ 10 yrs ±	c. REMAINING SERVICE LIFE PRIOR TO DISASTER 10 yrs ±			
		DAMAGE DUE TO DISASTER (CHECK ONE)			
d. BRIDGE COMPONENTS	TYPE OF CONSTRUCTION	DESTROYED	HEAVY	LIGHT	NONE
SUPERSTRUCTURE (LESS DECK)					N/A
DECK					N/A
SIDEWALKS					N/A
LEFT ABUTMENT		✓			
RIGHT ABUTMENT					—
PIERS			✓		
WINGWALLS					N/A
SLOPE PROTECTION			✓		
STREAM CHANNEL					

e. BRIDGE STATISTICS	EXISTING PRIOR TO DISASTER	PROPOSED (DO NOT COMPLETE IF BRIDGE IS REPAIRABLE)
CURB TO CURB WIDTH	15'-0" FT.	15' FT.
BRIDGE LENGTH	30-0 FT.	40' FT.
NO. OF SPANS OR CELLS	1	1
SIDEWALKS	☑ NONE ☐ ONE SIDE ☐ TWO SIDES	☑ NONE ☐ ONE SIDE ☐ TWO SIDES
WIDTH	FT. FT.	FT. FT.
LOAD LIMIT ★	5 TONS	TONS
WATERWAY OPENING	447'	
DRAINAGE AREA ★	ACRES	ACRES

III COMMENTS

1. DISASTER-RELATED DAMAGES ARE (ARE NOT) REPAIRABLE.

Lt Abutment undermined & dropped 3 feet in elevation.
THE TIMBER DECKING OF THIS STRUCTURE WILL NOT SURVIVE DISMANTLING
AND REASSEMBLY. This stream is SUSCEPTIBLE TO SIGNIFICANT
ICE FLOWS. Considering this and Allowing FOR DRIFT AND
PERFORMANCE OF A STRUCTURE ABOUT 1MILE DOWNSTREAM IT
IS RECOMMENDED that SPAN BE INCREASED AS NOTED. THIS
WILL REQUIRE A SUPERSTRUCTURE OTHER THAN THE EXISTING
LOG STRINGERS, THE RIGHT ABUTMENT CANNOT BE MODIFIED

PREPARED BY Dale B Coltel	FEDERAL AGENCY FHWA	DATE 2/8/74

INSTRUCTIONS ON REVERSE SIDE

Sheet 1 of 3 Sheets

RECEIVED
COUNTY CITY SECTION
MAR 18 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Form Approved
OMB No. 116-RO254

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.) Wasco County
2. DISASTER DECLARATION DATE 1/25/74
3. STATE Oregon
4. COUNTY [illegible]sco
5. INSPECTION DATE 2/13/7[illegible]
6. WORK CATEGORY (SEE DEFINITIONS)
a. EMERGENCY ☐ A ☐ B ☒ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1
b. PERMANENT ☒ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H-2 ☐ I-2
e. ITEM NO. 3
7. MAP OR PHOTO REFERENCE NO. 39-1&2
8. WORK TO BE ACCOMPLISHED BY: ☐ a. Contract ☒ b. Force Account
9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES
Upper Mill Creek County Road No. [illegible]
10. PERCENTAGE OF WORK COMPLETED TO DATE 0
11. DESCRIPTION OF DAMAGE
Heavy runoff has [illegible]
At MP 4.7 [illegible]
Mill Creek [illegible]
12. PROPOSED WORK
[illegible] small [illegible]
to be [illegible] lac[illegible]

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		TOTAL ESTIMATED COST		[illegible]

14. INSURANCE COVERAGE ☐ YES ☐ NO AMOUNT ____________

15. RECOMMENDATION
☐ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)
c. FEDERAL INSPECTOR (Signature & Agency Name) David [illegible] Carli
d. DATE [illegible]

16. CONCURRENCES
☐ a. YES ☐ b. NO c. STATE INSPECTOR (Signature) [illegible] d. AGENCY OR OFFICE [illegible] e. DATE [illegible]
☐ a. YES ☐ b. NO c. REPRESENTATIVE OF APPLICANT (Signature) [illegible] d. DATE [illegible]

Form OEP 164
April 1973

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL
FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

COPY NO. 2—OEP COPY

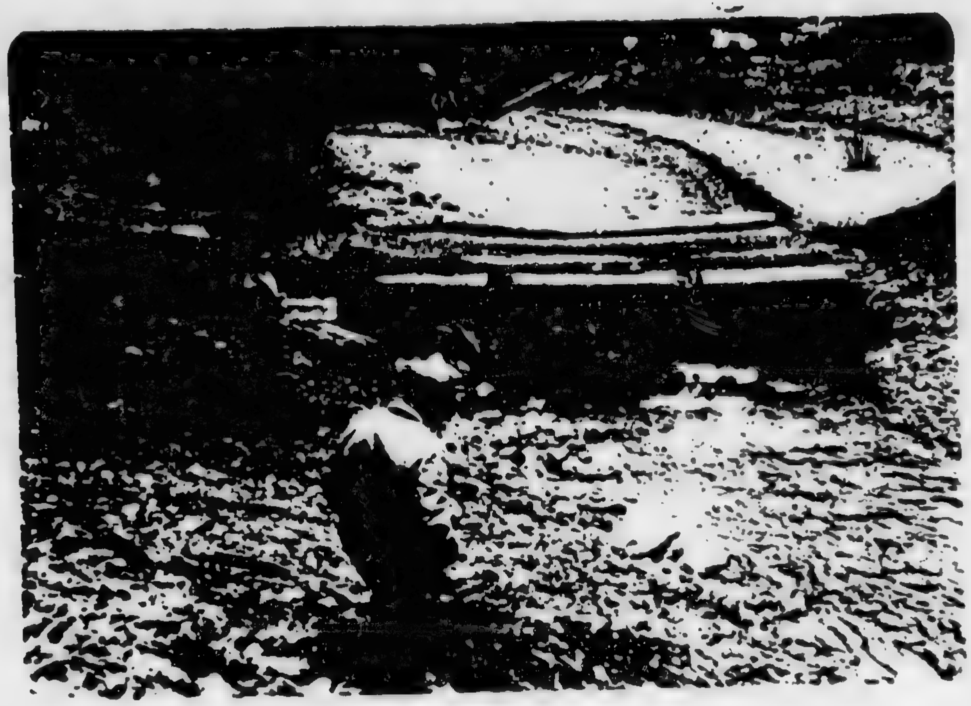


Photo 39-1 - Looking down on washed out bridge

Photo 39-2 - Looking upstream toward the bridge

May 1973

UPPER MILL CREEK, 509

Form Approved
OMB No. 116-RO262

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

BRIDGE SURVEY

(Supplement to Damage Survey Report)

APPLICANT	ITEM NO.	DATE OF INSPECTION
WASCO COUNTY	39	2-13-74

I APPROACH ROAD

a. LOCAL OR STATE CLASSIFICATION: Local

b. SURFACING: None

c. AVERAGE WIDTH	LEFT APPROACH	RIGHT APPROACH
TRAVELED WAY	14 FT.	14 FT.
SHOULDERS	FT.	FT.

d. SAFE SPEED LIMIT AT BRIDGE ★: 10

ADT AT BRIDGE ★:

II BRIDGE

a. TYPE OF BRIDGE: Log stringer

b. AGE OF BRIDGE ★:

c. REMAINING SERVICE LIFE PRIOR TO DISASTER:

d. BRIDGE COMPONENTS	TYPE OF CONSTRUCTION	DAMAGE DUE TO DISASTER (CHECK ONE) DESTROYED	HEAVY	LIGHT	NONE
SUPERSTRUCTURE (LESS DECK)	Log stringer		x		
DECK	Wood		x		
SIDEWALKS					NA
LEFT ABUTMENT	Log				
RIGHT ABUTMENT	"	x			
PIERS		x			
WINGWALLS					NA
SLOPE PROTECTION					NA
STREAM CHANNEL					x
					x

e. BRIDGE STATISTICS	EXISTING PRIOR TO DISASTER			PROPOSED (DO NOT COMPLETE IF BRIDGE IS REPAIRABLE)		
CURB TO CURB WIDTH	12 FT.			18 FT.		
BRIDGE LENGTH	25 FT.			30 FT.		
NO. OF SPANS OR CELLS	1			1		
SIDEWALKS	☒ NONE	☐ ONE SIDE	☐ TWO SIDES	☒ NONE	☐ ONE SIDE	☐ TWO SIDES
WIDTH		FT.	FT.		FT.	FT.
LOAD LIMIT ★	TONS			TONS		
WATERWAY OPENING	22'x4'			28'x6'		
DRAINAGE AREA ★	ACRES			ACRES		

III COMMENTS

1. DISASTER-RELATED DAMAGES ARE (ARE NOT) REPAIRABLE.

Washed both abutments out, structure should be replaced with concrete slab structure with concrete abutments. The structure should be increased in length and also raised to provide adequate water opening and to provide for drift passage.

PREPARED BY	FEDERAL AGENCY	DATE
David Carter David B. Carter	FHWA	2-13-74

INSTRUCTIONS ON REVERSE SIDE

Form Approved
OMB No. 116-RO254

RECEIVED
COUNTY & CITY SECTION
MAR [illegible] 1974
OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT
ENGR. ☐ COOR. ☐ GE ☐ AE ☐ [illegible]PE ☐ CE ☐ RE ☐ RPE ☐

Sheet 1 of 6 Sheets

DAMAGE SURVEY REPORT

(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)
Wasco County

2. DISASTER DECLARATION DATE
[illegible]/25/74

3. STATE
Oregon

4. COUNTY
[illegible]sco

5. INSPECTION DATE
[illegible]

6. WORK CATEGORY (SEE DEFINITIONS)
a. EMERGENCY ☐ A ☐ B ☒ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1
b. PERMANENT ☑ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H-2 ☐ I-2

7. MAP OR PHOTO REFERENCE NO.
11-1,2,3&4

8. ITEM NO.
[illegible]

9. WORK TO BE ACCOMPLISHED BY:
☐ a. Contract ☑ b. Force Account

10. PERCENTAGE OF WORK COMPLETED TO DATE
5

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES
[illegible]ybrook County Road No. [illegible]

11. DESCRIPTION OF DAMAGE
[illegible] shoulder [illegible]

12. PROPOSED WORK
[illegible]

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
		TOTAL ESTIMATED COST		

14. INSURANCE COVERAGE ☐ YES ☐ NO AMOUNT ____________

15. RECOMMENDATION
☐ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)
c. FEDERAL INSPECTOR (Signature & Agency Name)
d. DATE

16. CONCURRENCES
☐ a. YES ☐ b. NO
c. STATE INSPECTOR (Signature)
d. AGENCY OR OFFICE
e. DATE
☐ a. YES ☐ b. NO
c. REPRESENTATIVE OF APPLICANT (Signature)
d. DATE

Form OEP 164
April 1973

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

COPY NO. 2—OEP COPY

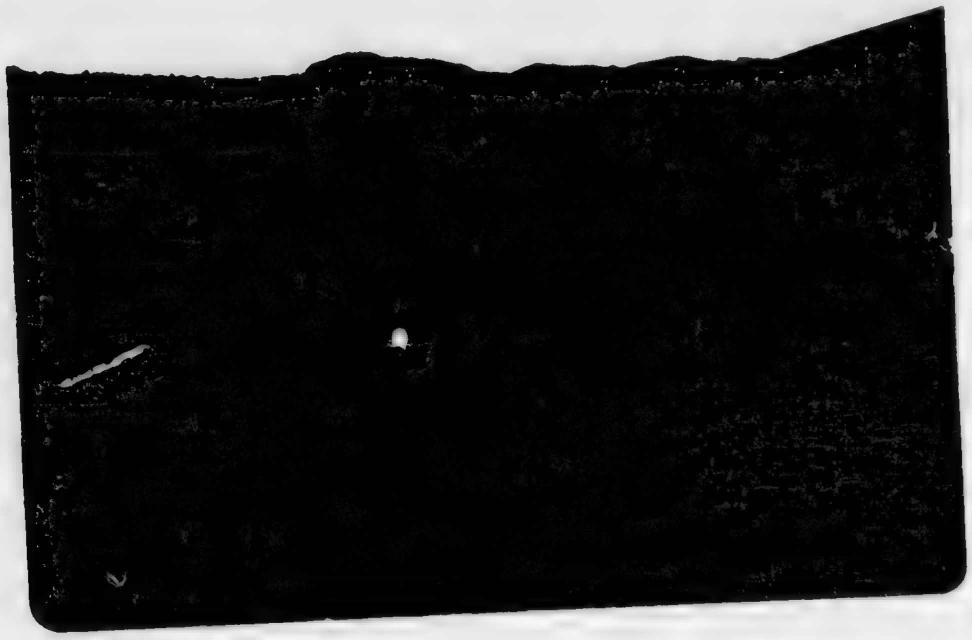


Photo 11-1 Butler Canyon crossing ran over the road at this location

Photo 11-2 Looking upstream at the Butler Canyon Creek Crossing. The State in connection with this work has already reopened the channel.

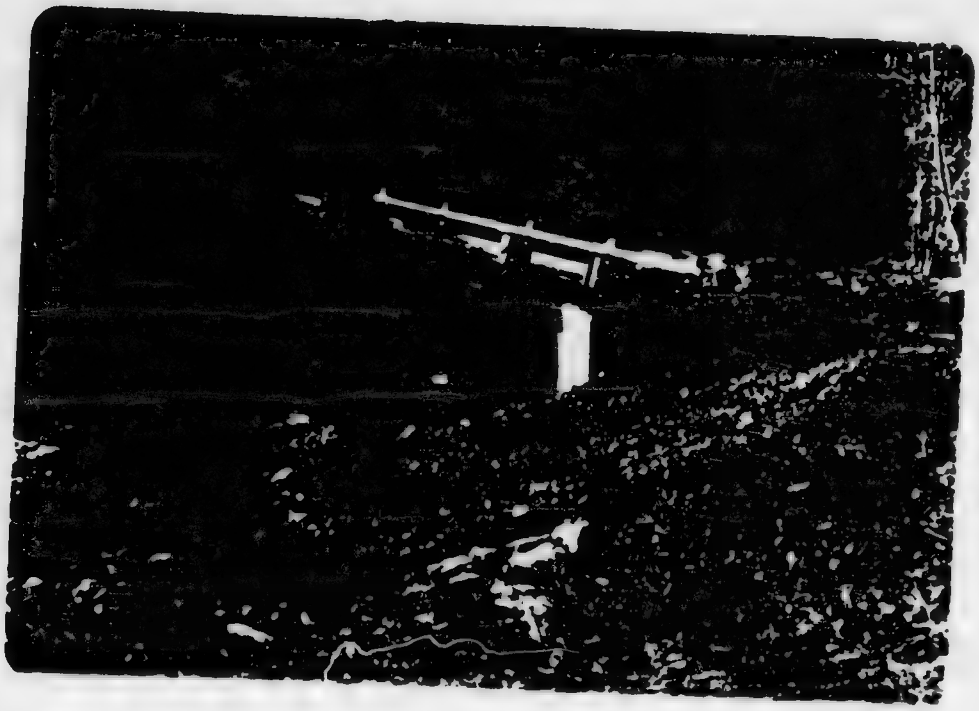


Photo 11-3 The Tygh Creek Crossing. The left abutment has settled considerably. Some material has been put at the abutment to allow traffic to pass.

Photo 11-4   The failed abutment

Form OEP 241
May 1973

SHADY BROOK ROAD 229

Form Approved
OMB No. 116-RO262

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

BRIDGE SURVEY
(Supplement to Damage Survey Report)

APPLICANT WASCO COUNTY	ITEM NO. 11	DATE OF INSPECTION 2-6-74

I APPROACH ROAD

a. LOCAL OR STATE CLASSIFICATION County Road	b. SURFACING Gravel	
c. AVERAGE WIDTH	LEFT APPROACH	RIGHT APPROACH
TRAVELED WAY	20 FT.	18 FT.
SHOULDERS	FT.	FT.
d. SAFE SPEED LIMIT AT BRIDGE ★ 5 mph	ADT AT BRIDGE ★ 75 (1973) (5)	

II. BRIDGE

a. TYPE OF BRIDGE Log stringer	b. AGE OF BRIDGE ★ 10 years ±	c. REMAINING SERVICE LIFE PRIOR TO DISASTER 10 years +

d. BRIDGE COMPONENTS	TYPE OF CONSTRUCTION	DAMAGE DUE TO DISASTER (CHECK ONE) DESTROYED	HEAVY	LIGHT	NONE
SUPERSTRUCTURE (LESS DECK)					NA
DECK					NA
SIDEWALKS					NA
LEFT ABUTMENT		X			
RIGHT ABUTMENT					X
PIERS					NA
WINGWALLS			X		
SLOPE PROTECTION					NA
STREAM CHANNEL			X		

e. BRIDGE STATISTICS	EXISTING PRIOR TO DISASTER	PROPOSED (DO NOT COMPLETE IF BRIDGE IS REPAIRABLE)
CURB TO CURB WIDTH	15 FT.	18 FT.
BRIDGE LENGTH	30 FT.	40 FT.
NO. OF SPANS OR CELLS	1	1
SIDEWALKS	☒ NONE ☐ ONE SIDE ☐ TWO SIDES	☒ NONE ☐ ONE SIDE ☐ TWO SIDES
WIDTH	FT. FT.	FT. FT.
LOAD LIMIT ★	5 TONS	TONS
WATERWAY OPENING	27'x7'	
DRAINAGE AREA ★	ACRES	ACRES

III COMMENTS

1. DISASTER-RELATED DAMAGES ARE (ARE NOT) REPAIRABLE.

Left abutment undermined and dropped 3 feet in elevation. The timber decking of this structure will not survive dismantling and reassembly. This stream is susceptible to significant ice flows. Considering this and allowing for drift and performance of a structure about 1 mile downstream it is recommended that the span be increased as noted. This will require a superstructure other than the existing log stringers. The right abutment cannot be modified to meet the above recommendations and it is recommended the abutment be replaced. In addition, it appears the right abutment is very susceptible to future scouring damage. From personal observation it is noted Wasco County has a continuing bridge maintenance and replacement program. The County follows applicable County, AASHO, or State standards. The County has a published document setting forth County standards.

PREPARED BY David B. Carter David B. Carter	FEDERAL AGENCY FHWA	DATE 2-6-74

INSTRUCTIONS ON REVERSE SIDE

---

pproved
. 116-RO254

ON DATE

ICE NO.

D BY:

TION

ACTOR (Signature & Agency Name)

☐ a. YES ☐ b. NO c. STATE INSPECTOR (Signature)

16. CONCURRENCES

d. DATE 3/29/74

☐ a. YES ☐ b. NO c. REPRESENTATIVE OF APPLICANT (Signature) d. AGENCY OR OFFICE e. DATE 3/29/74

Form OEP 164
April 1973

INSTRUCTIONS

Sheet 1 of ___ Sheets

Form Approved
OMB No. 116-R0254

OFFICE OF
EMERGENCY
PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.)	2. DISASTER DECLARATION DATE
3. STATE	4. COUNTY
	5. INSPECTION DATE
6. WORK CATEGORY (SEE DEFINITIONS)	7. MAP OR PHOTO REFERENCE NO.

a. EMERGENCY ☐ A ☐ B ☐ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1
b. PERMANENT ☐ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H-2 ☐ I-2
c. ITEM NO.

8. WORK TO BE ACCOMPLISHED BY: ☐ a. Contract ☐ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES

10. PERCENTAGE OF WORK COMPLETED TO DATE

11. DESCRIPTION OF DAMAGE

12. PROPOSED WORK

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
		TOTAL ESTIMATED COST		

RECEIVED
COUNTY & CITY SECTION
APR 8 - 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ OPE ☐ CE ☐ RE ☐ RPE ☐

14. INSURANCE COVERAGE ☐ YES ☐ NO AMOUNT ________

15. RECOMMENDATION

☐ a. ELIGIBLE	☐ b. INELIGIBLE (Explain Separately)	c. FEDERAL INSPECTOR (Signature & Agency Name)	d. DATE 3/29/74

16. CONCURRENCES

☐ a. YES ☐ b. NO	c. STATE INSPECTOR (Signature)	d. AGENCY OR OFFICE	e. DATE 3/29/74
☐ a. YES ☐ b. NO	c. REPRESENTATIVE OF APPLICANT (Signature)		d. DATE 3/29/74

Form OEP 164
April 1973

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

Sheet 1 of 6 Sheets

Form Approved OMB No. [illegible]-R0254

RECEIVED
COUNTY & CITY SECTION
MAR 18 1974
☐ ☐ ☐ GE ☐ AE ☐ UE ☐ ☐ ☐ RE ☐ RPE ☐

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

DAMAGE SURVEY REPORT

(Under Public Law 606, 91st Congress)

1. APPLICANT (State Agency, County, City, Irrigation District, etc.) Wasco County

2. DISASTER DECLARATION DATE 1/25/74

3. STATE Oregon

4. COUNTY Wasco

5. INSPECTION DATE 2/6/74

6. WORK CATEGORY (SEE DEFINITIONS)

a. EMERGENCY ☐ A ☐ B ☒ C-1 ☐ D-1 ☐ E-1 ☐ F-1 ☐ H-1 ☐ I-1

b. PERMANENT ☒ C-2 ☐ D-2 ☐ E-2 ☐ F-2 ☐ G ☐ H-2 ☐ I-2

c. ITEM NO. 11

7. MAP OR PHOTO REFERENCE NO. 11-1,2,3&4

8. WORK TO BE ACCOMPLISHED BY: ☒ a. Contract ☒ b. Force Account

9. LOCATION AND DESCRIPTION OF DAMAGED FACILITIES

Shadybrook County Road No. 229.

10. PERCENTAGE OF WORK COMPLETED TO DATE 5%

11. DESCRIPTION OF DAMAGE Butler Canyon Creek ran over road washing out bridge approaches, road shoulders and deposited material on road; Tyee Creek washed out left abutment of bridge at the Tyeh Creek Crossing; intermittent road wash from Tyee Creek to end of County maintenance.

12. PROPOSED WORK Replace bridge approach at Butler Canyon Creek Bridge and repair shoulders and clean up material on road; replace bridge at Tyeh Creek Crossing and repair approaches; repair intermittent road wash.

13. SUMMARY OF ESTIMATE

QUANTITY a.	UNIT b.	MATERIAL AND/OR DESCRIPTION c.	UNIT PRICE d.	COST e.
C-1	Lump Sum	Equipment, labor and materials to open road to traffic	All reqd.	$ 1,800.00
C-1				
200	Cu.Yd.	Surfacing replacement	$ 3.00	600.00
1	Lump Sum	Equipment and labor	All reqd.	192.00
1	" "	18' wide x 40' long structure	" "	25,200.00
200	Cu. Yd.	Slope protection	$ 5.00	1,000.00
1	Lump Sum	Dispose of existing structure	All reqd.	1,500.00
1	" "	Structure design	" "	2,000.00
Plus 20%	for engineering and contingencies (C-2 only)			6,100.00
		TOTAL ESTIMATED COST		$38,392.00

14. INSURANCE COVERAGE ☐ YES ☒ NO AMOUNT ____________

15. RECOMMENDATION

☒ a. ELIGIBLE ☐ b. INELIGIBLE (Explain Separately)

c. FEDERAL INSPECTOR (Signature & Agency Name) David B. Carter, FHWA

d. DATE 2/6/74

16. CONCURRENCES

☒ a. YES ☐ b. NO c. STATE INSPECTOR (Signature) Norman L. Oliva d. AGENCY OR OFFICE State Highway Division e. DATE 2/6/74

☒ a. YES ☐ b. NO c. REPRESENTATIVE OF APPLICANT (Signature) Rex Kniesteadt d. DATE 2/6/74

Form OEP 164
April 1973

INSTRUCTIONS FOR COMPLETING THIS FORM ARE CONTAINED IN MANUAL FOR FEDERAL OFFICIALS, OEP CIRCULAR 4000.6B

COPY NO. 1—OEP COPY

.41 SHADY BROOK ROAD 229

Form Approved
OMB No. 116-R0262

OFFICE OF EMERGENCY PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

BRIDGE SURVEY
(Supplement to Damage Survey Report)

PPLICANT WASCO COUNTY	ITEM NO. 11	DATE OF INSPECTION 2-6-74

I APPROACH ROAD

a. LOCAL OR STATE CLASSIFICATION County Road	b. SURFACING Gravel	
c. AVERAGE WIDTH	LEFT APPROACH	RIGHT APPROACH
TRAVELED WAY	20 FT.	18 FT.
SHOULDERS	FT.	FT.
d. SAFE SPEED LIMIT AT BRIDGE ★ 5 mph	ADT AT BRIDGE ★ 75 (1973)	(5)

II BRIDGE

a. TYPE OF BRIDGE Log stringer	b. AGE OF BRIDGE ★ 10 years ±	c. REMAINING SERVICE LIFE PRIOR TO DISASTER 10 years +

d. BRIDGE COMPONENTS	TYPE OF CONSTRUCTION	DAMAGE DUE TO DISASTER (CHECK ONE) DESTROYED	HEAVY	LIGHT	NONE
SUPERSTRUCTURE (LESS DECK)					NA
DECK					NA
SIDEWALKS					NA
LEFT ABUTMENT		X			
RIGHT ABUTMENT					x
PIERS					NA
WINGWALLS			X		
SLOPE PROTECTION					NA
STREAM CHANNEL			X		

e. BRIDGE STATISTICS	EXISTING PRIOR TO DISASTER	PROPOSED (DO NOT COMPLETE IF BRIDGE IS REPAIRABLE)
CURB TO CURB WIDTH	15 FT.	18 FT.
BRIDGE LENGTH	30 FT.	40 FT.
NO. OF SPANS OR CELLS	1	1
SIDEWALKS	☒ NONE ☐ ONE SIDE ☐ TWO SIDES	☒ NONE ☐ ONE SIDE ☐ TWO SIDES
WIDTH	FT. FT.	FT. FT.
LOAD LIMIT ★	5 TONS	TONS
WATERWAY OPENING	27'x7'	
DRAINAGE AREA ★	ACRES	ACRES

III COMMENTS

1. DISASTER-RELATED DAMAGES ARE (ARE NOT) REPAIRABLE.

Left abutment undermined and dropped 3 feet in elevation. The timber decking of this structure will not survive dismantling and reassembly. This stream is susceptible to significant ice flows. Considering this and allowing for drift and performance of a structure about 1 mile downstream it is recommended that the span be increased as noted. This will require a superstructure other than the existing log stringers. The right abutment cannot be modified to meet the above recommendations and it is recommended the abutment be replaced. In addition, it appears the right abutment is very susceptible to future scouring damage. From personal observation it is noted Wasco County has a continuing bridge maintenance and replacement program. The County follows applicable County, AASHO, or State standards. The County has a published document setting forth County standards.

PREPARED BY David B. Carter	FEDERAL AGENCY FHWA	DATE 2-6-74

UCTIONS ON REVERSE SIDE

Form OEP 241
May 1973

SHADY BROOK ROAD. 229

Form Approved
OMB No. 116-RO262

OFFICE OF
EMERGENCY
PREPAREDNESS
EXECUTIVE OFFICE OF THE PRESIDENT

BRIDGE SURVEY

(Supplement to Damage Survey Report)

APPLICANT Wasco County	ITEM NO. 11	DATE OF INSPECTION 2-6-74

I APPROACH ROAD

a. LOCAL OR STATE CLASSIFICATION County Road	b. SURFACING Gravel	
c. AVERAGE WIDTH	LEFT APPROACH	RIGHT APPROACH
TRAVELED WAY	20 FT.	18 FT.
SHOULDERS	FT.	FT.
d. SAFE SPEED LIMIT AT BRIDGE ★ 5 mph	ADT AT BRIDGE ★ 75 (1973) (5)	

II BRIDGE

a. TYPE OF BRIDGE Log stringer	b. AGE OF BRIDGE ★ 10 years ±	c. REMAINING SERVICE LIFE PRIOR TO DISASTER 10 years ±

d. BRIDGE COMPONENTS	TYPE OF CONSTRUCTION	DAMAGE DUE TO DISASTER (CHECK ONE)			
		DESTROYED	HEAVY	LIGHT	NONE
SUPERSTRUCTURE (LESS DECK)					NA
DECK					NA
SIDEWALKS					NA
LEFT ABUTMENT		x			
RIGHT ABUTMENT					X
PIERS					NA
WINGWALLS			x		
SLOPE PROTECTION					NA
STREAM CHANNEL			x		

e. BRIDGE STATISTICS	EXISTING PRIOR TO DISASTER			PROPOSED (DO NOT COMPLETE IF BRIDGE IS REPAIRABLE)		
CURB TO CURB WIDTH	15 FT.			18 FT.		
BRIDGE LENGTH	30 FT.			40 FT.		
NO. OF SPANS OR CELLS	1			1		
SIDEWALKS	☒ NONE	☐ ONE SIDE	☐ TWO SIDES	☒ NONE	☐ ONE SIDE	☐ TWO SIDES
WIDTH		FT.	FT.		FT.	FT.
LOAD LIMIT ★	5 TONS			TONS		
WATERWAY OPENING	27'x7'					
DRAINAGE AREA ★	ACRES			ACRES		

III COMMENTS

1. DISASTER-RELATED DAMAGES ARE (ARE NOT) REPAIRABLE. The timber decking of this
Left abutment undermined and dropped 3' in elevation. The timber decking of this
structure will not survive dismantling and reassembly. This stream is susceptible to
significant ice flows. Considering this and allowing for drift and performance of a
structure about 1 mile downstream it is recommended that the span be increased as noted.
This will require a superstructure other than the existing log stringers. The right
abutment cannot be modified to meet the above recommendations and it is recommended the
abutment be replaced. In addition, it appears the right abutment is very susceptible to
future scouring damage. From personal observation it is noted Wasco County has a continuing
bridge maintenance and replacement program. The county follows applicable County, AASHO,
or State standards. The county has a published document setting forth county standards.
The above work has been considered not eligible under PL 606 by FDAA, and so, the county will
apply for an grant in lieu and will replace the structure

PREPARED BY David B. Carter	FEDERAL AGENCY FHWA	DATE 3/26/74

Shadybrook County Road No. 229, Wasco County

Tygh Creek Crossing - Repair Abutment

County to contract the work out. Five man bridge crew.

Foreman (working)	[redacted]	10.00
1 Crane w/operator	7.20 + 1.30	8.50
1 Oiler	6.40 + 1.30	7.70
2 Carpenters	7.39 + 1.30 x 2	17.38
		43.58
30% labor		13.07
		56.65
56.65/hr x 15 days x 8 hrs =		6,798.00
Equipment		
Crane (under 25 ton)	33.15/hr x 120 hr	3,978.00
+ 15% equipement		596.70
		4,574.70
Move in & out crane	16 hrs x 16.20 x 1.30	336.96
		4,911.66
TOTAL LABOR & EQUIPMENT	FOR BRIDGE CREW	11,709.66

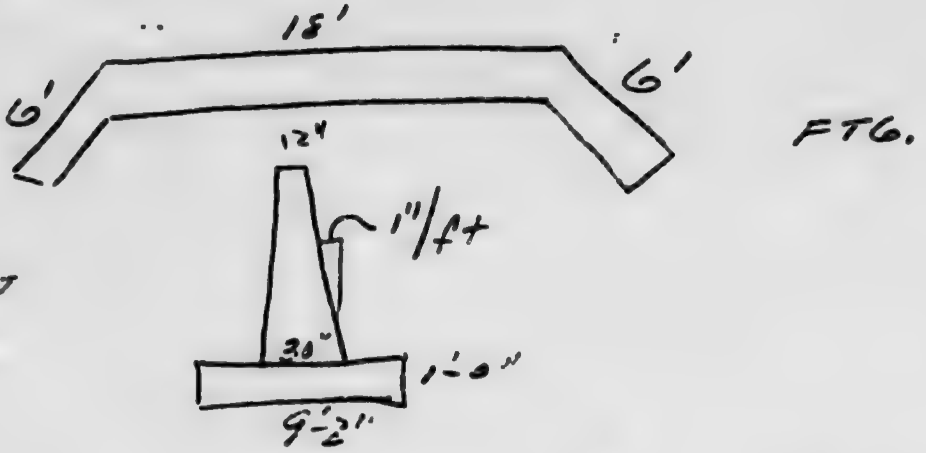
②

BROUGHT FORWARD 11,709⁶⁶

MATERIALS FOR ABUTMENT (UNIT PRICES INCLUDES PROFIT)

① ASSUME RETAINING WALL DESIGN w/2' SURCHARGE

② PLACE ftg 8' below stream GRADE to PREVENT EROSION



WALL HEIGHT
8 + 10 = 18'

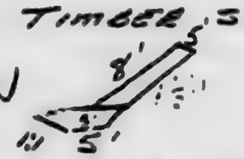
CONCRETE $\left(\frac{1.00+2.50}{2}\right) 18' + (1.00 \times 9.17) \frac{1}{27} = 1.59$ cu/ft
1.59 cu/ft × 30' @ \$50⁰⁰ = \$2385⁰⁰

REIN. STEEL 104#/ft × 30' @ 0 ³⁰ = 936⁰⁰

STRUCTURAL EXCAVATION
$(3'+6'+18'+6')(9.17 \times 3.00) \frac{1}{27} \times 8'$ @ 25⁰⁰ = 2974⁸⁸

ALLOWANCE FOR TIMBER SHORING OF BRIDGE 500⁰⁰

Slope PROTECTION



$\left(\left(\frac{11.5}{2}\right)3 + 8 \times 1.5\right) \frac{1}{27} \times 50'$ @ 8⁰⁰ 948¹⁵

EMBANKMENT IN PLACE 200 cy @ 2⁰⁰ 400⁰⁰

BASE SURFACING 24 cy/sta × 3 STA @ \$6⁰⁰ 432⁰⁰

\$8576⁰³

SUB TOTAL \$20285⁶⁹

③

BROUGHT FORWARD
# 20285^{69}

Construct Detour - Remove DETOUR AFTER Job is complete. County to furnish culvert at no charge.

DOZER (D-7) 29^{00}/hr x 24 hrs = 696^{00}
+15% EQUIPMENT 104^{40}
Dozer Operator 7^{12}+1^{30} x 24 hr 202^{08}
Move Dozer in & out
2 days Lowboy 6^{38}+1^{10} = 7^{48}
helper 6^{23}+1^{10} 7^{33}
14.^{81}

2 days x 8 hr x $14^{81} = 236^{95}
+30% labor 131^{71}
#1371^{14}
DETOUR COST

TOTAL - REPAIR ABUTMENT \# 21,656^{83}

Say \# 21,700^{00}

+10% 21,700 x 1.10 = \#23,870^{00}

8057 Fifteenmile, Ramsey & Larch Creeks Bridges S. of The Dalles (Structures) 1974

5033 - 8/8/74
5036 - 8/8/74
5032 - 8/8/74

#8057

Canary A. Bridge
FAS 109

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE
LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

June 25, 1975

Mr. Don Trout
Design Office Engineer
Highway Building
Salem, OR 97310

Dear Mr. Trout:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Highway Job No. 98

Permit No.	1625
Expiration date	9-3-75
Please return by	7-20-75
Fee	$50

_____ Please renew this permit. There is no change in plan from last year.

_____ Please renew this permit. Attached are revised application and drawing.

DLP I do not wish to renew this permit.

#8057

Mick Creek Br
FAS 410

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

June 25, 1975

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
JUN 26 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return to
Bring Up ___/___/___
Other

Mr. Don Trout
Design Office Engineer
Highway Building
Salem, OR 97310

Dear Mr. Trout:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton
Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Highway Job No. 99

Permit No.	1626
Expiration date	9-3-75
Please return by	7-20-75
Fee	$50

_____ Please renew this permit. There is no change in plan from last year.
_____ Please renew this permit. Attached are revised application and drawing.
DLP I do not wish to renew this permit.

8057

April 7, 1975

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8057 awarded to Douglas S. Coats Construction for work on the Fifteenmile, Ramsey and Larch Creeks Bridges on FAS Routes 709 and 710 in Wasco County was completed on January 28, 1975, and accepted by the Administrator and State Highway Engineer on March 24, 1975.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before April 12, 1975.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

cc Douglas S. Coats Construction
Rt. 2, Box 1620
Bend, OR 97701

bc C. T. Kassey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. M. Williams

8057

FORM C-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 15 Mile, Ramsey & Larch Creek Bridges

WEEK ENDING: March 1, 1975

SECTION PREFIX: 533-1009

HIGHWAY: FAS 709 & 710

COUNTY: Wasco

NAME OF JOB: 15 Mile, Ramsey & Larch Creek Bridge

KIND OF WORK: Structure

CONTRACTOR: Douglas Coats Construction Co.

CONTRACT NUMBER: 8057

FEDERAL AID PROJECT NUMBER: ER-308(1)

DATE OF CONTRACT: August 20, 1974

DATE WORK STARTED: September 12, 1974

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 150

CALENDAR DAYS USED 139

PROJECT AUTHORIZATION: $ 127,742.72

SPECIFIED COMPLETION DATE: February 9, 1975

PERCENT OF TIME ELAPSED: 139/150 = 92.7

EXCLUSIVE OF ENGINEERING: $ 117,742.24

ENGINEERING AUTHORIZATION $ 10,140.48

This Week 00.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 117,742.24

ENGINEERING COST TO DATE $ 10,667.78

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION 105.2 %

DATE PROJECT WAS COMPLETED: January 28, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16163	16162	15709A					
PERCENT	100	100	100					

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	23	Fair & Warm			
MONDAY	24	Fair & Warm			
TUESDAY	25	Fair & Cool			
WEDNESDAY	26	Cloudy & Cool			
THURSDAY	27	Cloudy & Rain			
FRIDAY	28	Cloudy & Showers			
SATURDAY	1				

Kensey
Bond
Johnson
RECEIVED
MAR 3 1975
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

23 SUNDAY	No activity all this week.
24 MONDAY	
25 TUESDAY	
26 WEDNESDAY	
27 THURSDAY	
28 FRIDAY	
1 SATURDAY	

REMARKS

Job Status: Project is completed. The semi-final will be sent in 3-7-75.

SIGNED Norman L. Oliva LOCATION he Dalles

Norman L. Oliva

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

GP-7216

8657

STATE COPY

Form Approved; O.M.B. No. 04-R2809

MONTHLY TRANSACTION NO. 0-9-15 9-10-40	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 9-12-74	COUNTY Wasco
PROJECT REPORT NO. 4		PROJECT NO. ER-308(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rds., County FAS Routes, Wasco Co.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	6-26-74	0.80
OTHER *(Specify)*		

FUNDS Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT $ 188,842.44	FEDERAL FUNDS $ 188,842.44

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Engineer)
for G. L. Green

Date executed by Division Engineer SEP 12 1974

Form PR-2 (Rev. 9-73) PAGE 1 Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

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"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid Project
No. ER-308(1)

WASCO COUNTY FAS ROUTES

FAS ROUTES 309, 310, 314, 369, 709, 710 & 942 COUNTY

Salem, Oregon, September 6, 1974

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 15,100.00
	Total	$ 15,100.00

Type Code 6201
Temporary Repairs (FAS 309, Mill Cr. Rd. Intermittent Sec. M.P. 1.8 to M.P. 3.7)

Repairs by County Forces

Labor	$ 1,303.84
Equipment	2,977.09
Materials	1,552.26
	$ 5,833.19

Note: Estimate has been changed to show revised cost data.

Type Code 6201
Permanent Restoration (FAS 309, Mill Cr. Rd. Intermittent Sec. M.P. 1.8 to M.P. 3.7)

Permanent Restoration by County Forces
Approved County Force Order

Labor		$ 1,352.00
Equipment		1,236.00
Materials		986.25
		$ 3,574.25
	Total for FAS 309	$ 9,407.44

Type Code 6201
Temporary Repairs (FAS 310, Boyd Rd. M.P. 0.76)

Repairs by County Forces

Labor	$ 160.00
Equipment	207.00
Material	35.00
	$ 402.00

Type Code 6201
Permanent Restoration (FAS 310, Boyd Rd. M.P. 0.76)

Permanent Restoration by County Forces
Approved County Force Order

Labor	$ 922.00
Equipment	1,613.00
Materials	800.00
	$ 3,335.00
Total for FAS 310	$ 3,737.00

Type Code 6201
Temporary Repairs (FAS 314, State Rd. 182 M.P. 0.7 to M.P. 8.8)

Repairs by County Forces

Labor	$ 2,900.00
Equipment	3,300.00
Materials	400.00
	$ 6,600.00

Type Code 6201
Permanent Restoration (FAS 314, State Rd. 182 M.P. 0.7 to M.P. 8.8)

Permanent Restoration by County Forces
Approved County Force Order

Labor	$ 2,194.00
Equipment	2,448.00
Material	4,060.00
	$ 8,702.00
Total for FAS 314	$ 15,302.00

Type Code 6201
Temporary Repairs (FAS 369, Fairbanks Rd. M.P. 2.2 - M.P. 5.4)

Repairs by County Forces

Labor	$ 1,100.00
Equipment	1,550.00
Material	- -
	$ 2,650.00

Type Code 6201
Permanent Restoration (FAS 369, Fairbanks Rd. M.P. 2.2 - M.P. 5.4)

Permanent Restoration by County Forces
Approved County Force Order

Labor	$ 1,632.00
Equipment	1,632.00
Material	- -
	$ 3,264.00
Total for FAS 369	$ 5,914.00

Type Code 6201
Temporary Repairs (FAS 709, Dufur Market Rd. M.P. 2.2+2.4)
(Fifteenmile Creek Bridge Section)

Repairs by County Forces

Labor	$ 1,050.00
Equipment	1,350.00
Material	742.00
	$ 3,142.00

Type Code 6201
Permanent Restoration (FAS 709, Dufur Market Rd. M.P. 2.2-2.4)
(Fifteenmile Creek Bridge Section)

County to construct detour for State contract
Approved County Force Order

Labor	$ 1,082.00
Equipment	1,290.00
Material	340.00
	$ 2,712.00

Type Code 6201
Temporary Repairs (FAS 710, Heberlein Rd. M.P. 2.0 & M.P. 2.1)
(Larch Creek Bridge Section)

Repairs by County Forces

Labor	$ 615.00
Equipment	1,076.00
Material	100.00
	$ 1,791.00

Reinforcement (2,050 lbs.)	All Required (8%)		817.60
			$ 5,816.20

Type Code X080
Fifteenmile Creek Bridge No. 16163 (Sta. 252+14 to Sta. 252+63)
Permanent Restoration (FAS 709, Dufur Market Rd. M.P. 2.2-2.4)

Temporary Protection and Direction of Traffic	All Required (33%)		$ 495.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	50 lin.ft.	5.00	250.00
Flagmen	50 hours	1.00	50.00
Toe Trench Excavation	250 cu.yds.	6.00	1,500.00
Earthwork	All Required (50%)		750.00
Guard Rail in Stockpile	All Required (55%)		3,474.90
Loose Riprap, Class 700	650 cu.yds.	10.00	6,500.00
Bridge Removal Work	All Required (50%)		4,750.00
Shoring, Cribbing, Etc.	All Required (65%)		3,250.00
Structure Excavation	540 cu.yds.	7.00	3,780.00
Structure Excavation Below Elevation Shown	50 cu.yds.	10.00	500.00
Structural Concrete, Class 3300 (168 cu.yd.)	All Required (73%)		20,060.40
4' x 45'/50' Prestressed Slabs	8 only	2,500.00	20,000.00
Reinforcement (20,900 lbs.)	All Required (81%)		8,278.20
Metal Rail	88 lin.ft.	36.00	3,168.00
			$ 76,806.50

Type Code X080
Larch Creek Bridge No. 15709A (Sta. 16+02 to Sta. 16+30)
Permanent Restoration (FAS 710, Hebelein Rd. M.P. 2.1)

Temporary Protection and Direction of Traffic	All Required (50%)		$ 750.00
Temporary Signs	79 sq.ft.	6.00	474.00
Temporary Continuous Rail Traffic Barrier, Reflectorized	50 lin.ft.	5.00	250.00
Flagmen	75 hours	1.00	75.00
Earthwork	All Required (50%)		750.00
Guard Rail in Stockpile	All Required (45%)		2,843.10
Bridge Removal Work	All Required (50%)		4,750.00
Shoring and Cribbing, Etc.	All Required (35%)		1,750.00
Structure Excavation	45 cu.yds.	7.00	315.00
Structure Excavation Below Elevation Shown	5 cu.yds.	10.00	50.00

Type Code 6201
Permanent Restoration (FAS 710, Heberlein Rd. M.P. 2.0 & M.P. 2.1)
(Larch Creek Bridge Section)

Permanent Restoration by County Forces
Approved County Force Order

Labor	$ 837.00
Equipment	1,024.00
Material	950.00
	$ 2,811.00

Type Code 6201
Temporary Repairs (FAS 942, Dufur Bypass M.P. 0.6)
(Fifteenmile Creek Bridge Section)

Repairs by County Forces

Labor	$ 340.00
Equipment	239.00
Material	- -
	$ 579.00

Type Code 6201
Permanent Restoration (FAS 942, Dufur Bypass M.P. 0.6)
(Fifteenmile Creek Bridge Section)

Permanent Restorations by County Forces
Approved County Force Order

Labor	$ 153.00
Equipment	312.00
Material	- -
	$ 465.00
Total for FAS 942	$ 1,044.00

Type Code Xu10
Ramsey Creek Bridge No. 16162 (Sta. 10+70)
Permanent Restoration (FAS 709, Dufur Market Rd. M.P. 2.75)

Temporary Protection and Direction of Traffic	All Required (17%)		$ 255.00
Temporary Signs	31 sq.ft.	6.00	186.00
Flagmen	25 hours	1.00	25.00
Ditch Excavation	75 cu.yds.	6.00	450.00
Loose Riprap, Class 100	40 cu.yds.	10.00	400.00
Structure Excavation	55 cu.yds.	7.00	385.00
Structural Concrete, Class 3300 (27 cu.yd.)	All Required (12%)		3,297.60

Structural Concrete, Class 3300 (34 cu.yd.)	All Required (15%)		4,122.00
4' x 25'/30' Prestressed Slabs	8 only	1,362.00	10,896.00
Reinforcement (2,800 lbs.)	All Required (11%)		1,124.20
Metal Rail	50 lin.ft.	36.00	1,800.00
			$ 29,949.30

Anticipated Additional Items

Temporary Erosion Control	All Required	$ 100.00
	Subtotal	$112,672.00
	Engineering	15,210.00
	Total	$127,882.00

Summary of Funds

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 15,100.00	$ 15,100.00
Temporary Repairs by County Forces	20,997.19	20,997.19
Permanent Restoration by County Forces	24,863.25	24,863.25
Permanent Restoration by State Contract	127,882.00	127,882.00
	$188,842.44	$188,842.44

Group 1 - 100%
Contract No. 8057
Prefix: 533-1009
533-1423-01
P.E. 533-1423-02
533-1423-03
County Transfer: 33-9501-01
Contract

#8057

FAS 709-710

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE September 11, 1974

TO Carl Williams, Region 4 Engineer

FROM F.E.T.
Frank E. Terpin
Final Design Engineer

SUBJECT Fifteen Mile Creek Bridge
Dufur Market Road
Wasco County

Transmitted herewith is the foundation information we have for the subject project.

If you desire additional information or have any questions, please contact Mr. R. W. Ellison, Administration Bridge Engineer.

This transmittal is being made to satisfy the requirements of Special Provisions which state that records of subsurface explorations will be made available for the bidders inspection and evaluation at the office of the Resident Engineer.

FET:jh
Enclosure

cc: R. W. Ellison
C. G. Swenson

Columbia River
Wasco County
Highway Job No. 98

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Fifteenmile & Ramsey Cr. Brs.
FAS 709

Expires: 9-3-75

MATERIAL REMOVAL PERMIT NO. 1625

Douglas S. Coats Construction

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

/s/ William S. Cox
William S. Cox, Director

September 3, 1974
Date

ATTACHMENT "A"

Special conditions for Material Removal Permit No. 1625

1. The operation shall be conducted in a manner that will prevent a turbidity increase of more than 10 JTU's over background.
2. There shall be no operation of equipment in the active flowing stream between the date of May 1 and September 1.
3. The stream shall not be diverted from the natural bed.
4. Waste materials and spoils shall be placed above the bankline.
5. The area of streambank soil disturbance shall be revegetated. The cover shall include but not be limited to grass/legumes.
6. Fish passage shall be provided at all times.
7. Waste waters from the project shall not be allowed to re-enter the waterway.
8. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

Comments:

1. Clean, durable riprap may be needed upstream and/or downstream from the bridges.
2. No removal of woody vegetation should occur.
3. All disturbed areas should be mulched with the equivalent of one ton of straw to the acre as well as seeded.

September 3, 1974

Larch Creek
Wasco County
Highway Job No. 99

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Larch Cr. Bridge
FAS 710

Expires: 9-3-75

MATERIAL REMOVAL PERMIT NO. 1626

DOUGLAS S. COATS CONSTRUCTION

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

/s/ William S. Cox
William S. Cox, Director

September 3, 1974
Date

ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 1626

1. The operation shall be conducted in a manner that will prevent a turbidity increase of more than 10 JTU's over background.
2. There shall be no operation of equipment in the active flowing stream between the dates of May 1 and September 1.
3. The stream shall not be diverted from the natural bed.
4. Fill materials, waste materials and spoils shall be placed above the bankline.
5. The area of streambank soil disturbance shall be revegetated. The cover shall include but not be limited to grass/legumes.
6. The temporary fill shall be of clean materials.
7. Fish passage shall be provided at all times.
8. Waste waters from the project shall not be allowed to re-enter the waterway.
9. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

Comment: All disturbed areas should be mulched with the equivalent of one ton of straw to the acre as well as seeded.

September 3, 1974

PURCHASE ORDER

1859

PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER
H 314963

SHIP TO: J. H. Versteeg, Room 223, Highway Building, Salem, Oregon 97310

BILL TO: OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
438 HIGHWAY BUILDING, SALEM, OREGON 97310

P. O. DATE: 8-27-74

NO. INVOICES: 3

ACCOUNT NUMBER	CREW NUMBER	BIENNIUM	BID NUMBER	COMMODITY CODE
CLASS. FUND, PROJECT OR APPROPRIATION		REQ. NO.	AGENCY NO. 734	

VENDOR
Division of State Lands
1445 State Street
Salem, Oregon 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.

IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.

STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.

SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B.

DELIVERY REQUIRED

TERMS

QUANTITY ORDERED	UNIT	REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
1	ea		REMOVAL/FILL PERMIT NO. 98			$50.00	533-1009-900P
			Fifteenmile & Ramsey Cr. Bridges				
			FAS 709				
			Wasco County				
1	ea		REMOVAL/FILL PERMIT NO. 99			$50.00	" "
			Larch Cr. Bridge				
			FAS 710				
			Wasco County				
						$100.00	
			CREW NO. 007-00				

I Certify the Above Items are within Current Budget Allowance

ORDERED BY:

APPROVED

DATE 8-27-74

I Certify these Items are Authorized by the Dept. of General Services

AUTHORIZED AGENT SIGNATURE

DATE 8-27-74

FORM 81-734-1036

ORIGINATOR

Date 8-28-74

Fifteenmile, Ramsey & Larch Cr. Bridges
FAS 705 ̲ 1d·710

County Wasco

FROM WILDLIFE COMMISSION

River 15-mile Cr

Name of Applicant OSHD

State Permit No. 1625

Corps of Engineers PN. No. ______

(✓) new ( ) renewal

Water Quality Conditions

(✓) 1. The water quality standard for this operation is:
  ( ) a. turbidity increase limited to 5 JTU's over background.
  ( ) b. no turbidity increase when background is 30 JTU's or less; 10% increase when background more than 30 JTU's.
  (✓) c. in a manner that will minimize any turbidity increase

( ) 2. The operation shall be conducted behind a berm or leave strip sufficient to isolate the operation from the free-flowing stream.

(✓) 3. ~~Fill materials,~~ waste materials, and spoils shall be placed:
  (✓) a. above the bankline (elvation ______).
  ( ) b. above Mean Higher High Water.
  ( ) c. behind previously constructed berms.
  ( ) d. only on sites approved by the Division of State Lands.
  ( ) e.

( ) 4. Waste Waters from the project
  ( ) a. shall not be allowed to re-enter the waterway.
  ( ) b. shall be provided adequate settling time.
  ( ) c. shall meet conditions of DEQ permit.
  ( ) d.

( ) 5. There shall be no removal or filling in the permit area between (dates) ______ for the following reasons: ______

(✓) 6. There shall be no operation of equipment in the active flowing stream:
  (✓) a. between the dates of MAY 1 - Sept 1
  ( ) b. except to construct or maintain berm, such work to be done only between the dates of ______
  ( ) c.

Operating Conditions

(✓) 1. The stream shall not be diverted from the natural bed.

( ) 2. At project's completion, the stream shall be
  ( ) a. placed in a single channel
  ( ) b. returned to the channel described on page 2 of the application.
  ( ) c. returned to the original channel

- - more - -

Copy
Copy
Copy
Copy to Environmental

141-31-02-74a

3

( ) 3. All potholes or removal pits shall be
  ( ) a. leveled
  ( ) b. connected to the stream
  ( ) c. by (date) ____________
  ( ) d. at end of season's work

( ) 4. Material shall not be removed to a depth greater than
  ( ) a. ____________ feet (below) (above) ordinary low water
  ( ) b. ____________ feet (below) (above) the streambed
  ( ) c. the water surface level at time of operation
  ( ) d.

( ) 5. A new channel may be constructed under these conditions:
  ( ) a. there shall be no operation of equipment in the active flowing stream except to connect the newly dug channel into the existing stream
  ( ) b. the new channel shall have a pool-riffle ratio of ____________
  ( ) c. the old channel shall be permanently blocked at upstream/downstream end with impervious material protected by suitable bank protection
  ( ) d. spoils from the excavation of the new channel shall be stockpiled and after the diversion has been accomplished the material may be used to fill the abandoned channel.
  ( ) e. the new channel shall be completely excavated before diverting the stream flow
  ( ) f.

Bank Protection Conditions

(✓) 1. Clean, durable riprap ~~shall be placed on disturbed or damaged streambanks:~~ may be needed downstream from bridge
  ( ) a. in a manner that does not appreciably increase the upland surface area
  ( ) b. before (date) ____________

(✓) 2. The area of streambank soil disturbance shall be ~~protected by placing material,~~ ~~re~~-vegetated, ~~cover on the slopes~~. The cover shall include but not be limited to:
  (✓) a. grass/legumes
  ( ) b. shrubs
  ( ) c. trees
  ( ) d.

( ) 3. All riprap shall be placed from above the bankline.

( ) 4. The completed revetment shall have a slope no steeper than (specify 2:1, etc.) ____________

( ) 5. There shall be no operation of equipment in the water except to dig a toe trench.

( ) 6. Streambed gravels may be used to prepare a filter blanket.

(✓) 7. No removal of woody vegetation ~~shall~~ should occur.

If you are requesting denial, have you notified the applicant of your concerns?

✓ fish passage shall be provided at all time

owc

Date 8-28-74

Fifteenmile, Ramsey & Larch Cr. Bridges
FAS 709 and 710

FROM WILDLIFE COMMISSION

County Wasco

River larch Cr

Name of Applicant OSHD

State Permit No. 1626

(✓) new ( ) renewal

Corps of Engineers PN. No. ________

Water Quality Conditions

(✓) 1. The water quality standard for this operation is:
- ( ) a. turbidity increase limited to 5 JTU's over background.
- (✓) b. no turbidity increase when background is 30 JTU's or less; 10% increase when background more than 30 JTU's.
- ( ) c.

( ) 2. The operation shall be conducted behind a berm or leave strip sufficient to isolate the operation from the free-flowing stream.

(✓) 3. Fill materials, waste materials, and spoils shall be placed:
- (✓) a. above the bankline (elvation ____________).
- ( ) b. above Mean Higher High Water.
- ( ) c. behind previously constructed berms.
- ( ) d. only on sites approved by the Division of State Lands.
- ( ) e.

( ) 4. Waste Waters from the project
- ( ) a. shall not be allowed to re-enter the waterway.
- ( ) b. shall be provided adequate settling time.
- ( ) c. shall meet conditions of DEQ permit.
- ( ) d.

( ) 5. There shall be no removal or filling in the permit area between (dates) ____________ for the following reasons: ____________

(✓) 6. There shall be no operation of equipment in the active flowing stream:
- (✓) a. between the dates of May 1 - Sept 1
- ( ) b. except to construct or maintain berm, such work to be done only between the dates of ____________
- ( ) c.

Operating Conditions

(✓) 1. The stream shall not be diverted from the natural bed.

( ) 2. At project's completion, the stream shall be
- ( ) a. placed in a single channel
- ( ) b. returned to the channel described on page 2 of the application.
- ( ) c. returned to the original channel

-- more

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141-31-02-74a

( ) 3. All potholes or removal pits shall be
- ( ) a. leveled
- ( ) b. connected to the stream
- ( ) c. by (date) ________________
- ( ) d. at end of season's work

( ) 4. Material shall not be removed to a depth greater than
- ( ) a. ____________ feet (below) (above) ordinary low water
- ( ) b. ____________ feet (below) (above) the streambed
- ( ) c. the water surface level at time of operation
- ( ) d.

( ) 5. A new channel may be constructed under these conditions:
- ( ) a. there shall be no operation of equipment in the active flowing stream except to connect the newly dug channel into the existing stream
- ( ) b. the new channel shall have a pool-riffle ratio of ____________
- ( ) c. the old channel shall be permanently blocked at upstream/downstream end with impervious material protected by suitable bank protection
- ( ) d. spoils from the excavation of the new channel shall be stockpiled and after the diversion has been accomplished the material may be used to fill the abandoned channel.
- ( ) e. the new channel shall be completely excavated before diverting the stream flow
- ( ) f.

Bank Protection Conditions

( ) 1. Clean, durable riprap shall be placed on disturbed or damaged streambanks:
- ( ) a. in a manner that does not appreciably increase the upland surface area
- ( ) b. before (date) ________________

(✓) 2. The area of streambank soil disturbance shall be ~~protected by placing material~~, re-vegetated ~~cover on the slopes~~. The cover shall include but not be limited to:
- (✓) a. grass/legumes
- ( ) b. shrubs
- ( ) c. trees
- ( ) d.

( ) 3. All riprap shall be placed from above the bankline.

( ) 4. The completed revetment shall have a slope no steeper than (specify 2:1, etc.) ________________

( ) 5. There shall be no operation of equipment in the water except to dig a toe trench.

( ) 6. Streambed gravels may be used to prepare a filter blanket.

( ) 7. No removal of vegetation shall occur.

If you are requesting denial, have you notified the applicant of your concerns?

The temporary fill shall be of clean material. Fish passage shall be provided at all times.

owc

#8057) 8-28-74

U.S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

[illegible] NO.: ER-308(1)

STATE PROJECT NO.: WASCO COUNTY FAS ROUTES

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: ER-37

COUNTY NAME: WASCO

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. S. HUNTER

DATE PS&E APPROVED: AUGUST 28, 1974

DATE AUTHORIZATION EFFECTIVE: AUGUST 28, 1974

FEDERAL ROUTE NUMBER: SECONDARY ROUTE 309

STATE ROUTE NUMBER: COUNTY ROAD

GENERAL LOCATION:

MILL CREEK MARKET ROAD

GENERAL DESCRIPTION OF WORK:

COMPLETE RIPRAP AND RESURFACE ROAD

RECEIVED
STATE HWY ENGR
AUG 30 '74
REFER TO
Hunter
FOR

Info	Revs	A/D	D/R	Sign	Act	File
					✓	

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

AS REQUESTED IN MR. RULIEN'S AUGUST 15, 1974 LETTER IT HAS BEEN DETERMINED TO BE IN THE PUBLIC INTEREST TO CONSTRUCT THE SUBJECT WORK BY FORCE ACCOUNT PROCEDURES USING COUNTY FORCES. YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY WORK ESTIMATED TO BE $3,574.25.

PS&E DOCUMENTS AS REPRESENTED BY COUNTY FORCE ORDER NUMBER 7 FOR THE SUBJECT WORK HAS BEEN REVIEWED TOGETHER WITH ATTACHMENTS AND IS HEREBY APPROVED.

A SIGNED COPY OF COUNTY FORCE ORDER NO. 7 IS RETURNED HEREWITH.

ORIGINAL TO
L.W. Rulien
9-3-74

RECEIVED
SEP 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 8-28-74

SIGNATURE OF APPROVING OFFICIAL:

TITLE: DIVISION ENGINEER

[illegible] OF FORM PR-1240 (REV. 6-68)

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 7

F. A. Project No. ER-308 (1) Date August 14, 1974

Highway Mill Creek Market Road, FAS 309

County Wasco Prefix 33-9501-01 Account No.

Description of Work To Be Done:

~~Temporary:~~

~~Slope protection~~

~~Labor~~	-	~~$1,303.84~~
~~Equipment~~	-	~~2,977.09~~
~~Material~~	-	~~1,552.26~~
		~~$7,250.45~~

APPROVED EFFECTIVE DATE AUG 28 1974
Contingent upon modification of pro[illegible]ement if additional funds are [illegible]
TITLE Engineering Coordinator
DATE AUG 28 1974
FEDERAL HIGHWAY ADMINISTRATION

Location: Sta. to Sta. or MP. to MP.
M.P. 1.8, 1.9, 3.0, 3.7

Estimate of Quantities and Costs:

Permanent:

Labor	-	$1,352.00
Equipment	-	1,176.00
Material	-	986.25
		$3,574.25

Complete the riprap and resurface the roadway.

Explanation:

~~Temporary: Slope protection material completed at M.P. 3.7~~

Permanent: Slope protection at 1.8, 1.9, 3.0, and asphalt at 3.7.

Runoff from very heavy rains in January, 1974 eroded the roadway and embankment.

Submitted by:

Approved:

List County Crew	No. Hours	Rate	Total
Foreman	24	5.14	$ 123.00
Equipment Operators	144	4.89	704.00
Laborers	48	4.44	213.00
			$1,040.00
Fringe Benefits	30%		$1,352.00

List County Equipment	Size	No. Hours	Rate	Total
Trucks	10-12 yd.	96	8.00	$ 768.00
Loader	3½ cu.yd.	24	12.00	288.00
Loader	2½ " "	24	7.50	180.00
				$ 1236.00

List Material	Quantity	Unit Price	Total
Riprap	375 cu.yd.	1.25	$ 406.25
Asphalt	20-ton	20.00	400.00
Concrete	6 cu. yd.	30.00	180.00
			$ 986.25
			$ 3574.25

#8057

August 22, 1974

Douglas S. Coats Construction
Rt. 2, Box 1620
Bend, Oregon 97701

Gentlemen:

Re: Fifteenmile, Ramsey & Larch
Creeks Bridges
FAS Routes 709 and 710
Wasco County

As stated in subsection 107.02 of the special provisions for this project the State will obtain for you the permit required by the Division of State Lands for removal or filling of material in waterways as specifically required by the plans.

To complete the application to the Division of State Lands we must have the attached applications completed by you.

Information required is:

Telephone number and signature of contractor and the name and address of any subcontractor doing this work.

You may expedite this matter by returning the completed application as soon as possible.

Very truly yours,

J. H. Versteeg
Road Design Engineer

jh
cc: C. M. Williams
Norm Oliva

Send To: Director, Division of State Lands
1445 State Street
Salem, Oregon 97310

SHD PERMIT NO. 99
Larch Cr. Bridge
FAS 710
Wasco County
July 9, 1974

FOR DIVISION USE:
Please return by ____
Date received ____
Permit No. ____
Waterway ____
County ____

APPLICATION FOR REMOVAL OR FILL PERMIT

(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name Douglas S. Coats Construction
Address Rt. 2, Box 1620 Telephone ____
City Bend, State Oregon Zip Code 97701

2. Project Supervisor's Name ____
Address ____ Telephone ____
City ____ State ____ Zip Code ____

3. Property Owner's Name Wasco County
Address County Courthouse Telephone ____
City The Dalles State Oregon Zip Code ____

4. Will the project be removal ____ fill ____ combination X riprap ____

5. Will your fill consist of rock ____ gravel ____ sand ____ silt ____ other Dirt
Will your removal consist of rock ____ gravel ____ sand ____ silt ____ other Streambed

6. Volume of fill material required: annually ____ total project Approx. 80 Cu. Yds.
Volume of removal required: annually ____ total project Approx. 50 Cu. Yds.

7. Name of waterway affected by project Larch Creek
a. Tributary of Pine Creek
b. River mile ____ Section 26 Township 2 S Range 12 E
c. County Wasco
d. Popular local description of project location: Larch Creek Bridge on Heberlein Road.

8. What is the purpose of your project? Replace the existing wooden bridge with a new concrete and steel bridge. This application is for the new bridge and the detour. The approaches to the new structure will be constructed by the County. Channel change work will be done under the new structure.

Application for Removal or Fill Permit

Name ______________________
Permit No. ______________________

9. Describe your proposed operation (attach additional sheet if necessary):
Contractor will construct the detour, remove the old bridge and then build the new bridge. Appropriate construction equipment will be used.

10. Where will you place dredge spoils, if any? In approaches to the new structure.

11. When will project start? Late Summer 1974 Be completed? Summer 1975

12. What does the project site look like at the present time? Existing structure is old and area is in a stable condition.

13. What steps do you plan to take to restore area to its natural condition? All distrubed areas will be graded to match existing ground. Seeding will be done on dirt slopes.

14. Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):
   a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
   b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
   c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
   d. Pertinent property boundaries.
   e. Spot elevations or contours if available. Reference datum must be noted.
   f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

Awarded: August 21, 1974
Time: 150 Calendar Days

Signed ______________________

Title ______________________

Date ______________________

Attach the following items:
Maps as requested in Item 14 Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

Send To: Director, Division of State Lands
1445 State Street
Salem, Oregon 97310

OSHD PERMIT NO. 98
Fifteenmile & Ramsey Cr. Bridges
FAS 709
Wasco County
7-8-74

FOR DIVISION USE:
Please return by ____________
Date received ____________
Permit No. ____________
Waterway ____________
County ____________

APPLICATION FOR REMOVAL OR FILL PERMIT

(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name Douglas S. Coats Construction
Address Rt. 2, Box 1620 Telephone ____________
City Bend State Oregon Zip Code 97701

2. Project Supervisor's Name ____________
Address ____________ Telephone ____________
City ____________ State ____________ Zip Code ____________

3. Property Owner's Name Wasco County
Address County Courthouse Telephone ____________
City The Dalles State Oregon Zip Code ____________

4. Will the project be removal X fill X combination ____________ riprap X

5. Will your fill consist of rock X gravel ____________ sand ____________ silt ____________ other ____________
Will your removal consist of rock ____________ gravel X sand X silt X other ____________

6. Volume of fill material required: annually ____________ total project Over 50 Cu. Yds.
Volume of removal required: annually ____________ total project Over 50 Cu. Yds.

7. Name of waterway affected by project Fifteenmile Creek & Ramsey Creek
a. Tributary of Columbia River
b. River mile ____________ Section 36
6 Township 1 S
2 S Range 12 E
13 E
c. County Wasco
d. Popular local description of project location: Bridges over Fifteenmile & Ramsey Creeks.

8. What is the purpose of your project? Fifteenmile Creek work is replacing the old bridge with a new bridge. Ramsey Creek is for repair to the existing structure.
Wasco County will do the detour and roadway work at Fifteenmile Creek.

Application for Removal or Fill Permit

Name ________________

Permit No. ________________

9. Describe your proposed operation (attach additional sheet if necessary):

Contractor will use appropriate power and hand equipment to do the work.

10. Where will you place dredge spoils, if any? In the roadway roadbed.

11. When will project start? Late Summer 1974 Be completed? Summer 1975

12. What does the project site look like at the present time? Existing structures are old. Site is in a stable condition.

13. What steps do you plan to take to restore area to its natural condition? Any distrubed areas will be shaped to match the adjacent natural ground.

14. Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):
    - a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
    - b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
    - c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
    - d. Pertinent property boundaries.
    - e. Spot elevations or contours if available. Reference datum must be noted.
    - f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

Awarded: August 21, 1974
Time: 150 Calendar Days

Signed ________________

Title ________________

Date ________________

Attach the following items:
Maps as requested in Item 14✓, Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

SP*73046-141

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

August 21, 1974

Douglas S. Coats Construction
Rt. 2, Box 1620
Bend, OR 97701

RECEIVED
R. Olson
Trout
ROAD
DESIGN
SECTION
Receiver Keep
Do not file
Return To
Bring Up __/__/__
Other

Gentlemen:

The Oregon Transportation Commission on August 20, 1974, accepted your proposal for Fifteenmile, Ramsey and Larch Creeks Bridges on FAS Routes 709 and 710 in Wasco County for the sum of $112,572. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways later that same day awarded you the project, which has been assigned Contract No. 8057.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
C. M. Williams
Norm Oliva
✓Don Trout
Wm. Geibel (SAIF)

#8057

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

August 15, 1974

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 19 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ___/___/___
Other ____

Mr. J. H. Versteeg
Oregon State Highway Division
Road Design Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

Wildlife Commission staff have reviewed the below listed projects and our comments are as follows:

1. Goat Ranch Section, Powers Highway, Coos County. We anticipate no serious fish or wildlife conflicts from this proposal providing all work is done in a manner to minimize turbidities and areas of soil disturbance are revegetated.

2. South Fork Clackamas River - Bull Creek Section, Clackamas Highway, Clackamas County. We shall concur with the Fish Commission of Oregon's comments on this project.

3. Fifteenmile, Ramsey and Larch Creek Bridges, FAS 709, 710, Wasco County. We do not anticipate significant adverse impacts from these projects. However, we will provide recommendations through fill/removal permits that are designed to minimize potential conflicts with fish and wildlife.

4. Tygh Creek and North Fork Mill Creek Bridges, County Roads Nos. 229 and 509, Wasco County. This project has been reviewed through the fill/removal permit law and our comments on this proposal are attached.

cc: E. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
Gary Potter
E. L. Hardt (6)
A. E. Shirley (2)
Carl Williams (12)
W. E. Schwartz (2)

cc's sent 8-19-74

5. M.P. 3.6 Slide Section, FAS 131 (Clackamas River Road), Clackamas County.
This project has been reviewed through the fill/removal permit law and our comments are attached.

6. Willow Creek Bridge, County Road 723 and 729, Gilliam County.
We are concerned with the channel change upstream from the bridge (729). We encourage the Highway Division to analyze the necessity for this work. We would prefer to see the existing north bank riprapped and the south bank untouched. If it is determined that the channel change is needed to insure structural integrity, please advise.

7. Rock Creek Section, Sunset Highway, Clatsop County.
This project does present certain aspects which could be detrimental to anadromous salmonid production. We do not have any basic objections to the proposal, but prefer to withhold specific comments until review of a fill/removal permit.

8. Campbell Creek Section, County Road No. 411 (Proctor Road) Wasco County.
We would anticipate no serious impacts to fish and wildlife providing this job be conducted during the low flow season.

9. Tygh Creek (Tygh Valley) Bridge Section, FAS 311 (Tygh Valley Road), Wasco County.
We recommend that the necessity for the proposed channel change be evaluated. The existing stream course with its streamside vegetation does provide habitat for fish and wildlife. This habitat would be negatively impacted if the channel change were constructed.

10. Jap Hollow Creek Section, County Road, No. 129 (Jap Hollow Road), Wasco County.
This project has been reviewed through the fill/removal permit law and our comments are attached.

Plans for the above listed projects include several channel change proposals. We feel that stream channel changes should be kept to an absolute minimum and eliminated whenever possible. Studies in various western states have shown that fishery resources are negatively affected by channel changes and this impact frequently lasts for many years. Therefore, we encourage the Highway Division to evaluate the necessity for the proposed channel changes.

If I may be of any further assistance or explain our position on any of the above listed projects more thoroughly, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

Attachments

cc Fish Commission of Oregon
Al Lichens
Jay Massey

JEL:lo

Date 8-7-77

County Wasco

River Tygh + Mill

Name of Applicant OSHD

State Permit No. 1636

(✓) new ( ) renewal

Corps of Engineers PN. No. ________

Water Quality Conditions

(✓) 1. The water quality standard for this operation is:
- ( ) a. turbidity increase limited to 5 JTU's over background.
- ( ) b. no turbidity increase when background is 30 JTU's or less; 10% increase when background more than 30 JTU's.
- (✓) c. in a manner that will minimize any turbidity

( ) 2. The operation shall be conducted behind a berm or leave strip sufficient to isolate the operation from the free-flowing stream.

(✓) 3. ~~Fill materials, waste materials~~, and spoils shall be placed:
- (✓) a. above the bankline (elvation ________).
- ( ) b. above Mean Higher High Water.
- ( ) c. behind previously constructed berms.
- ( ) d. only on sites approved by the Division of State Lands.
- ( ) e.

( ) 4. Waste Waters from the project
- ( ) a. shall not be allowed to re-enter the waterway.
- ( ) b. shall be provided adequate settling time.
- ( ) c. shall meet conditions of DEQ permit.
- ( ) d.

( ) 5. There shall be no removal or filling in the permit area between (dates) ________ for the following reasons: ________

(✓) 6. There shall be no operation of equipment in the active flowing stream:
- (✓) a. between the dates of April 1 – Sept. 31
- ( ) b. except to construct or maintain berm, such work to be done only between the dates of ________
- ( ) c.

Operating Conditions

(✓) 1. The stream shall not be diverted from the natural bed.

( ) 2. At project's completion, the stream shall be
- ( ) a. placed in a single channel
- ( ) b. returned to the channel described on page 2 of the application.
- ( ) c. returned to the original channel

- - more - -

Lo 8/13/74
DSL
DEQ
OFC

141-31-02-74a

( ) 3. All potholes or removal pits shall be
- ( ) a. leveled
- ( ) b. connected to the stream
- ( ) c. by (date) ______________
- ( ) d. at end of season's work

( ) 4. Material shall not be removed to a depth greater than
- ( ) a. ______________ feet (below) (above) ordinary low water
- ( ) b. ______________ feet (below) (above) the streambed
- ( ) c. the water surface level at time of operation
- ( ) d.

( ) 5. A new channel may be constructed under these conditions:
- ( ) a. there shall be no operation of equipment in the active flowing stream except to connect the newly dug channel into the existing stream
- ( ) b. the new channel shall have a pool-riffle ratio of ______________
- ( ) c. the old channel shall be permanently blocked at upstream/downstream end with impervious material protected by suitable bank protection
- ( ) d. spoils from the excavation of the new channel shall be stockpiled and after the diversion has been accomplished the material may be used to fill the abandoned channel.
- ( ) e. the new channel shall be completely excavated before diverting the stream flow
- ( ) f.

Bank Protection Conditions

(✓) 1. Clean, durable riprap shall be placed on disturbed or damaged streambanks:
- ( ) a. in a manner that does not appreciably increase the upland surface area
- ( ) b. before (date) ______________

(✓) 2. The area of streambank disturbance shall be ~~protected by placing material~~, re - vegetat~~ive~~ed ~~cover on the slopes.~~ The cover shall include but not be limited to:
- (✓) a. grass/legumes
- ( ) b. shrubs
- ( ) c. trees
- ( ) d.

( ) 3. All riprap shall be placed from above the bankline.

( ) 4. The completed revetment shall have a slope no steeper than (specify 2:1, etc.) ______________

(✓) 5. There shall be no operation of equipment in the water except to dig a toe trench.

(✓) 6. Streambed gravels may be used to prepare a filter blanket.

(✓) 7. No removal of woody vegetation should ~~shall~~ occur.

If you are requesting denial, have you notified the applicant of your concerns?

DSL retains the right - ...

OWC

Date 8-7-74

County Clackamas

River Clackamas

Name of Applicant OSHD

State Permit No. 1652

(✓) new ( ) renewal

Corps of Engineers PN. No. ______

Water Quality Conditions

(✓) 1. The water quality standard for this operation is:
  (✓) a. turbidity increase limited to 5 JTU's over background.
  ( ) b. no turbidity increase when background is 30 JTU's or less; 10% increase when background more than 30 JTU's.
  ( ) c.

( ) 2. The operation shall be conducted behind a berm or leave strip sufficient to isolate the operation from the free-flowing stream.

(✓) 3. ~~Fill materials~~, waste materials, and spoils shall be placed:
  (✓) a. above the bankline (elvation ______).
  ( ) b. above Mean Higher High Water.
  ( ) c. behind previously constructed berms.
  ( ) d. only on sites approved by the Division of State Lands.
  ( ) e.

( ) 4. Waste Waters from the project
  ( ) a. shall not be allowed to re-enter the waterway.
  ( ) b. shall be provided adequate settling time.
  ( ) c. shall meet conditions of DEQ permit.
  ( ) d.

(✓) 5. There shall be no removal or filling in the water ~~permit area~~ between (dates) Sept. 15 - July 1 for the following reasons:

(✓) 6. There shall be no operation of equipment in the active flowing stream:
  ( ) a. between the dates of Sept. 15 - July
  ( ) b. except to construct or maintain berm, such work to be done only between the dates of ______
  ( ) c.

Operating Conditions

(✓) 1. The stream shall not be diverted from the natural bed.

( ) 2. At project's completion, the stream shall be
  ( ) a. placed in a single channel
  ( ) b. returned to the channel described on page 2 of the application.
  ( ) c. returned to the original channel

- - more - -

LO 8/7/74
DSL
DEQ
OFC

141-31-02-74a

( ) 3. All potholes or removal pits shall be
  ( ) a. leveled
  ( ) b. connected to the stream
  ( ) c. by (date) ____________________
  ( ) d. at end of season's work

( ) 4. Material shall not be removed to a depth greater than
  ( ) a. ______________ feet (below) (above) ordinary low water
  ( ) b. ______________ feet (below) (above) the streambed
  ( ) c. the water surface level at time of operation
  ( ) d.

( ) 5. A new channel may be constructed under these conditions:
  ( ) a. there shall be no operation of equipment in the active flowing stream except to connect the newly dug channel into the existing stream
  ( ) b. the new channel shall have a pool-riffle ratio of ______________
  ( ) c. the old channel shall be permanently blocked at upstream/downstream end with impervious material protected by suitable bank protection
  ( ) d. spoils from the excavation of the new channel shall be stockpiled and after the diversion has been accomplished the material may be used to fill the abandoned channel.
  ( ) e. the new channel shall be completely excavated before diverting the stream flow
  ( ) f.

Bank Protection Conditions

(✓) 1. Clean, durable riprap shall be placed, ~~on disturbed or damaged streambanks;~~
  (✓) a. in a manner that does not appreciably increase the upland surface area
  ( ) b. before (date) ____________________

(✓) 2. The area of streambank disturbance shall be ~~protected by placing material,~~ ed vegetat~~ion cover on the slopes~~. The cover shall include but not be limited to:
  (✓) a. grass/legumes
  ( ) b. shrubs
  ( ) c. trees
  ( ) d.

(✓) 3. All riprap shall be placed from above the bankline.

(✓) 4. The completed revetment shall have a slope no steeper than (specify 2:1, etc.) 2:1 unless hand placed

(✓) 5. There shall be no operation of equipment in the water except to dig a toe trench.

(✓) 6. Streambed gravels from toe trench or other approved site may be used to prepare a filter blanket.

(✓) 7. No removal of woody vegetation ~~shall~~ should occur.

If you are requesting denial, have you notified the applicant of your concerns?

OWC

Date 8-14-74

County Wasco

River Jap Hollow Cr

Name of Applicant OSHD

State Permit No. 1661

Corps of Engineers PN. No. ______

(✓) new ( ) renewal

Water Quality Conditions

(✓) 1. The water quality standard for this operation is:
   ( ) a. turbidity increase limited to 5 JTU's over background.
   ( ) b. no turbidity increase when background is 30 JTU's or less; 10% increase when background more than 30 JTU's.
   (✓) c. in a manner to minimize turbidity

( ) 2. The operation shall be conducted behind a berm or leave strip sufficient to isolate the operation from the free-flowing stream.

(✓) 3. ~~Fill materials~~, waste materials, and spoils shall be placed:
   (✓) a. above the bankline (elvation ______).
   ( ) b. above Mean Higher High Water.
   ( ) c. behind previously constructed berms.
   ( ) d. only on sites approved by the Division of State Lands.
   ( ) e.

( ) 4. Waste Waters from the project
   ( ) a. shall not be allowed to re-enter the waterway.
   ( ) b. shall be provided adequate settling time.
   ( ) c. shall meet conditions of DEQ permit.
   ( ) d.

( ) 5. ~~There shall be no~~ Removal or filling in the permit area should be done ~~between~~ (dates) during the low flow season for the following reasons:
______

( ) 6. There shall be no operation of equipment in the active flowing stream:
   ( ) a. between the dates of ______
   ( ) b. except to construct or maintain berm, such work to be done only between the dates of ______
   ( ) c. ______

Operating Conditions

( ) 1. The stream shall not be diverted from the natural bed.

(✓) 2. At project's completion, the stream shall be
   (✓) a. placed in a single channel
   ( ) b. returned to the channel described on page 2 of the application.
   ( ) c. returned to the original channel

- - more - -

Lo 8/14/74
DSL
DEQ
OFC

141-31-02-74a

( ) 3. All potholes or removal pits shall be
  ( ) a. leveled
  ( ) b. connected to the stream
  ( ) c. by (date) ______________________
  ( ) d. at end of season's work

( ) 4. Material shall not be removed to a depth greater than
  ( ) a. ______________ feet (below) (above) ordinary low water
  ( ) b. ______________ feet (below) (above) the streambed
  ( ) c. the water surface level at time of operation
  ( ) d.

(✓) 5. A new channel may be constructed under these conditions:
  ( ) a. there shall be no operation of equipment in the active flowing stream except to connect the newly dug channel into the existing stream
  ( ) b. the new channel shall have a pool-riffle ratio of ______________
  ( ) c. the old channel shall be permanently blocked at upstream/downstream end with impervious material protected by suitable bank protection
  ( ) d. spoils from the excavation of the new channel shall be stockpiled and after the diversion has been accomplished the material may be used to fill the abandoned channel.
  (✓) e. the new channel shall be completely excavated before diverting the stream flow
  ( ) f.

Bank Protection Conditions

( ) 1. Clean, durable riprap shall be placed on disturbed or damaged streambanks:
  ( ) a. in a manner that does not appreciably increase the upland surface area.
  ( ) b. before (date) ______________________

(✓) 2. The area of streambank soil disturbance shall be ~~protected by placing material~~, re-vegetative ~~cover on the slopes~~. The cover shall include but not be limited to:
  (✓) a. grass/legumes
  ( ) b. shrubs
  ( ) c. trees
  ( ) d.

( ) 3. All riprap shall be placed from above the bankline.

( ) 4. The completed revetment shall have a slope no steeper than (specify 2:1, etc.) ______________________

( ) 5. There shall be no operation of equipment in the water except to dig a toe trench.

( ) 6. Streambed gravels may be used to prepare a filter blanket.

( ) 7. No removal of vegetation shall occur.

If you are requesting denial, have you notified the applicant of your concerns?

OWC

8057

8-13-74

U.S. DEPARTMENT OF TRANSPORTAT[illegible] FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. ER-308(1)
	ITEM NO. ER-37	STATE PROJECT NO. FIFTEENMILE, RAMSEY AND LARCH CREEK BRS.
		COUNTY NAME WASCO
		PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

ORIGINAL TO
Rulien Jones
8-16-74

DATE PS&E APPROVED JULY 31, 1974	DATE AUTHORIZATION EFFECTIVE JULY 31, 1974	FEDERAL ROUTE NUMBER SECONDARY ROUTES 709 AND 710
		STATE ROUTE NUMBER COUNTY ROADS

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED BELOW AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)*
TEMPORARY EROSION CONTROL $100.00

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S JULY 26, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

I CONCUR THAT IT IS IN THE PUBLIC INTEREST TO COMPLETE THIS WORK AS SOON AS POSSIBLE AND THEREFORE APPROVE A TWO WEEK ADVERTISEMENT PERIOD AS REQUESTED.

A SIGNED COPY OF THE T.TLE SHEET IS RETURNED HEREWITH.

RECEIVED
AUG 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
AUG 14 '74
REFER TO
Hunt
FOR

DATE 8-12-74	SIGNATURE OF APPROVING OFFICIAL G L Green	DIVISION ENGINEER

[illegible] STOCKS OF FORM PR-1240 [illegible]

8057

August 8, 1974

Wasco County Court
Courthouse
The Dalles, OR 97058

Attention: Hal H. Howard
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5036

Gentlemen:

Attached for your files is a fully executed agreement for construction of the Larch Creek (Haberlain) Bridge on FAS 710.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

Att.

cc H. S. Cox (agree. att.)

8057

August 8, 1974

Wasco County Court
Courthouse
The Dalles, OR 97058

Attention: Hal H. Howard
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5032

Gentlemen:

Attached for your files is a fully executed agreement for construction of Fifteen Mile Creek Bridge on Dufur Market Road, FAS 709.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ser

Att.

cc H. S. Cox (agree. att.)

-0057

August 8, 1974

Wasco County Court
Courthouse
The Dalles, OR 97058

Attention: Hal H. Howard
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5053

Gentlemen:

Attached for your files is a fully executed agreement for repair of the Ramsey Creek (Dufur Market Road) Bridge on FAS 709.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

ser

Att.

cc H. S. Cox (agree. att.)

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

Attn: County & City Section

7-29-74

RECEIVED
COUNTY & CITY SECTION
JUL 30 1974
☑ ENGR. ☑ COOR. ☑ DE ☒ AE ■ UE
☑ DPE ☑ DE ☐ RE ☐ RPE ☐

SUBJECT: Federal Aid Project No. ______________

Highway No. FAS 710

Project Name ER, January 1974 Storm Damage
Larch Creek (Heberlein Road) Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at The Dalles, Oregon,

this 29th day of July, 1974.

WASCO County

Judge

Ralph M.
Commissioner

Grant C.
Commissioner

Copy to:- John Oaks
Walt Hart
CG Swenson
RN Chase
Carl William Reg 4

7/31/73

5657

July 26, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rullen
Project Management Engineer

SUBJECT P. S. & E. Authorization Request
Fifteenmile, Ramsey and Larch Cr. Bridges
Project No. ER-308(1)

P.S. and E. documents have been submitted to your department for the subject project and, accordingly, we are requesting your authorization to advertise for bids to be received on August 16, 1974.

We request your concurrence that it is in the public interest to advertise for a minimal advertising period of two weeks because the structures are emergency relief bridge repairs, we want to utilize the most of the summer construction season as possible, the work in the channel must be completed during the low water season and before more runoff has a chance to completely destroy the facility, also, we believe the contractors will have adequate time to complete their bids during the two-week period for these small bridges.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to floodplain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

All right-of-way or rights of entry have been acquired and all families and individuals have been relocated to decent, safe, and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status reports previously submitted. All right-of-way has been acquired in accordance with the current FHWA directives covering the acquisition of real property, (5g of PPM 21-12).

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility-railroad status reports.

DAR:js

cc: W. J. Hart
    C. G. Swenson
    R. K. Chase

Copy to:- John Oaks
L.W. Rulison
Walt Hart
C. G Swanson
Carl Williams

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

Attn: County & City Section

SUBJECT: Federal Aid Project No. ____________

Highway No. FAS 709

Project Name Fifteen Mile Creek (Dufur Mkt. Rd.) Bridge - ER, 1974 Project

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

   ☑ There has been no displacement of persons from residences, farms, or businesses; or

   ☑ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

   ☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at The Dalles, Oregon,

this 24th day of July, 19 74.

WASCO County

Judge

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
JUL 30 1974
☑ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☑ UPE ☐ CE ☑ RE ☒ RPE ☐

7/31/73

Copy to:- John Oaks
L.W. Rulien
Walt Hart
C.G. Swanson
Carl Williams

Oregon Transportation Commission
Highway Division
State Highway Building
Salem, Oregon 97310

24 - 4

Attn: County & City Section

SUBJECT: Federal Aid Project No. ______________

Highway No. FAS 709

Project Name ER, January 1974 Storm Damage Ramsey Creek (Dufur Mkt. Rd.) Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☑ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at The Dalles, Oregon,

this 24th day of July, 1974.

WASCO County

Judge

Commissioner

Commissioner

RECEIVED
COUNTY & CITY SECTION
JUL 26 1974
☑ ENGR. ☑ CGOR. ☑ OE ☑ AE ■ UE
☑ UPE ☐ GE ☒ RE ☑ RPE ☐

7/31/73

8057

L. W. Kulien
W. J. Hart
R. E. Royer
George Wills
C. G. Swenson
F. E. Terpin
D. L. Trout
Gary Potter
E. L. Hardt (2)
cc's made and sent A. E. Shirley (2)
July 26, 1974 Carl Williams (2)

1859

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
JACK F. SHIELDS
Vice Chairman
McKEE A. SMITH
Member
THOMAS E. KRUSE
State Fisheries Director

July 23, 1974

RECEIVED
JUL 2[illegible] 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. J. H. Versteeg
Oregon State Highway Division
Road Design Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Versteeg:

We have reviewed the following proposed projects transmitted to us by your letter of July 9, 1974. Our comments are as follows:

1. Goat Ranch Section, Powers Highway, Coos County
   Sheet three of the plans show the new road alignment to be away from the river bank and although the toe of the slope is not shown, the profile indicates the toe will be away from the stream edge. We therefore anticipate no fishery conflicts from this proposal.

2. Fifteenmile, Ramsey & Larch Creek Bridges, FAS 709, 710 Wasco County
   As these projects are in an area that the Oregon Wildlife Commission has more activity, we will support their recommendations and comments.

3. South Fork of Clackamas River - Bull Creek Section, Clackamas Highway, Clackamas County
   Mr. Jim McNamee, Resident Engineer, indicated to us that this proposal is a storm damage repair of the same nature that we reviewed with him last year. Thus we suggest the same recommendations and procedures be

used as on last year's storm damage repair. We understand that only station area 1216 to 1221 (M.P. 4635) will require work in the stream to provide the riprap toe trench and 2,000 pound riprap protection. Regarding this we recommend that the toe trench be excavated by equipment from the bank such as backhoe clam shell and not a bulldozer in the stream. Also the riprap should be placed in lifts from the bank and not end dumped over the shoulder of the road to let ravel out into the stream. The timing limitations on this project may be waivered as before if the Oregon Wildlife Commission and the Fish Commission of Oregon are notified prior to instream operation; and they have the authority to halt or modify operations in the stream if conflicts become excessive or sport fishing downstream becomes affected.

We appreciate the opportunity to offer fishery safeguard recommendations on these projects.

Sincerely,

Burt Carnegie

BURT CARNEGIE
FISH PASSAGE SPECIALIST

cc Oregon Wildlife Commission - Portland
J. Massey, Oregon Wildlife Comm. - Clackamas
Division of State Lands - Salem

E-2-7

6-26-74

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

[illegible] PROJECT NO.: ER-308(1)

STATE PROJECT NO.: WASCO COUNTY FAS ROUTES

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: ER-37

COUNTY NAME: WASCO

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

NOTED
E. B. HUNTER

RECEIVED
STATE HWY ENGR
JUL 2 '74
REFER TO
Hunter
FOR

Info	Recs	R/D	D/R	Sigs	Act	File
					✓	

DATE PS&E APPROVED: JUNE 26, 1974

DATE AUTHORIZATION EFFECTIVE: JUNE 26, 1974

FEDERAL ROUTE NUMBER: VARIOUS

STATE ROUTE NUMBER: COUNTY ROADS

GENERAL LOCATION:
FAS ROUTES 310, 314, 369, 709, 710 AND 942

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. RULIEN'S JUNE 7, 1974 LETTER IT HAS BEEN DETERMINED TO BE IN THE PUBLIC INTEREST TO CONSTRUCT THE SUBJECT PROJECT BY FORCE ACCOUNT PROCEDURES USING COUNTY FORCES. YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY CONSTRUCTION ESTIMATED TO BE $21,289.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

PS&E DOCUMENTS AS REPRESENTED BY COUNTY FORCE ORDERS ONE THRU SIX FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED TOGETHER WITH ATTACHMENTS AND ARE HEREBY APPROVED.

A SIGNED COPY OF COUNTY FORCE ORDERS ONE THRU SIX ARE RETURNED HEREWITH.

7-3-74
orginal & attachments
to L.W. Rulien

RECEIVED
JUL 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE: 6-26-74

SIGNATURE OF APPROVING OFFICIAL:

TITLE: E. DIVISION ENGINEER

FORM PR-1240 [illegible] EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form 81.734.3030

ufas
ER

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 24, 1974

FILE:

FROM:

SUBJECT: Hydraulic Study
Larch Creek Bridge
FAS 710
Wasco County

TO: MEMO TO FILES

RECEIVED
COUNTY & CITY SECTION
JUN 25 1974
☑ ENGR. ☑ CGOR. ☑ CE ☑ AE ■ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

The proposed bridge site is located on FAS 710 approximately eight miles southwesterly of Dufur. Despite the low traffic count, this road is important as a primary school bus route.

During the January 1974 flood, water inundated the bridge to the top of the railing (elevation 170.6 feet) and washed out forty feet of the southerly approach roadway. According to Mr. Marvel, a local resident, this years flood was larger than the previous high peak which occurred December, 1964. A slope-area measurement was made to estimate the peak discharge for the 1974 event and resulted in a calculated peak flow rate of 480 cfs (approximate return frequency of 50 years).

EXISTING CROSSING

The existing bridge is eighteen feet long with 2½ feet of vertical clearance between bottom-of-beam and streambed and provides 29 square feet of waterway opening. It was estimated that approximately one foot of backwater occurred this year because of the small bridge opening, resulting in upstream inundation of an adjacent pasture and damage to the southerly roadway.

EXISTING UPSTREAM CHANNEL

Upstream from the bridge, the channel is narrow and provides only minimal conveyance. Waterway area of the channel, excluding the southerly floodplain, averages 70 square feet at a flow depth of four feet. This narrow channel forces water into the southerly floodplain area and will continue to do so even with reduced backwater after construction of a new structure.

It is suggested that the county enlarge the channel to a minimum 11-foot bottom width trapezoidal section having 1½:1 side slopes. This work should be done for a distance of at least 400 feet upstream from the bridge. ✓

REQUIRED WATERWAY

Following waterway requirements are based on a 50-year peak discharge of 480 cfs, a flow depth of 4.8 feet, and a hydraulic gradient of 1%.

Alternate No. 1 -- Trapezoidal channel; 11-foot bottom with 1¼:1 side slopes

Alternate No. 2 -- Rectangular channel; 18-foot bottom with vertical sides.

Both alternates have more than 85 square feet of opening and will reduce backwater to a value less than 0.2 feet.

It is further recommended that the channel both upstream and downstream for a distance of not less than 25 feet be widened to meet the requirements given under Alternate No. 1. This should be included as a bid item in the contract.

Richard L. Lenz
Hydraulics Engineer

By

Stephen H. Macnab
Assistant Hydraulics Engineer

Attachment
SHM:ko
cc Walter J. Hart
J. H. Versteeg
Carl Williams
Harold Reynoldson

HYDRAULIC DATA

	Design Flood	Max, Flood yr (1974)
Discharge–c.f.s.	480 cfs	480 cfs
Frequency-yrs	50± yrs	50± yrs
H.W. Elevation Natural Channel	169.5	170±
H.W. Elevation Channel Change		
Velocity – f.p.s.	7.6 fps	7.6 fps

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

Larch Creek Bridge
Wasco County

COMPILED BY	DATE
S. H. Macnab	June 10, 1974

TL-11-9

8057

Monthly Transaction No. 6-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(FPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 5-21-74

BY (Signature): Mr. Rulien's June 7, 1974 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS 1974 ER

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 37 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): Location	Work
37	ER-308(1)	0.80	182,813	182,813	FAS Routes in WASCO County	Preliminary Engineering Temporary & Permanent Flood repair. Debris removal, embankment repair, base and shoulder rock, surfacing, restore drainage facilities, replace 2 bridges.

NOTED
E. S. HUNTER

REMARKS (Division)

I concur that the Negative Declaration for Emergency Relief Projects received March 26, 1974 and concurred in by FHWA Oregon Division April 2, 1974, applies to the subject project as programed.

6-25-74
Original to L.W. Rulien

RECEIVED
JUN 25 1974

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-21-74	G.L.Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

USM PR-48
Rev. 8-71

GPO 915-490

FORM 81.734.3030

fas 709
Wasco Co

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 21, 1974

FILE: ER

FROM:

TO: MEMO TO FILE

SUBJECT: Hydraulics Study
Fifteenmile Creek Bridge
FAS 709
Wasco County

This project site is located about five miles southwesterly of Dufur on FAS 709 near Ramsey Hall. Approval has been given by the FHWA to replace the existing 44-foot long timber structure which suffered structural damage during the January 1974 flood. This bridge was constructed with vertical abutments aligned normal to roadway centerline resulting in a 45-degree skew to the creek.

A slope-area estimate was made to determine the approximate peak flow for the January 1974 flood. This calculation resulted in a discharge figure of 1,580 cfs. Regional analysis of data from stream gages in the area suggests the following peak flows could be expected at the bridge site for the frequencies indicated, based on a drainage area of 23.4 square miles.

Frequency	Peak Flow
10-year	700 cfs
25-year	950 cfs
50-year	1,200 cfs

Fifteenmile Creek has a hydraulic gradient of 1.4 percent during highwater, resulting in velocities in excess of 10 fps and despite the steep grade, flow is subcritical even at extreme flood stages. The streambed appears to be armored with bolders of 12-inch and smaller diameter; therefore, general stream degredation should not be a problem. Scour at constrictions, however, is a problem as evidenced by damage to the westerly abutment--there appears to be a 2-foot scour hole at this point.

Recommendations

It is recommended that a minimum 40-foot wide rectangular channel section or its equivalent trapezoidal section, measured normal to the streamflow, be provided, This size opening will reduce the amount of contraction and lower flow velocities through the contraction, thus reducing the seriousness of the scour problem. It is also recommended that the new structure be aligned with the creek channel to increase the efficiency of the opening and to redirect the current downstream away from the left bank.

RECEIVED
COUNTY & CITY SECTION
JUN 24 1974
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☒ DPE ☐

Class 700 riprap has been proposed by the field as slope protection along the creek banks for 200 feet upstream and downstream. Based on the magnitude of the last flood and the minor amount of bank erosion, protection of these banks does not appear warranted. It is felt that riprap placed no more than 50 feet upstream and downstream from the ends of each wingwall will be sufficient to protect the bridge.

Richard L. Lenz
Hydraulics Engineer

By

Stephen H. Macnab
Assistant Hydraulics Engineer

SHM:ko/mc

cc Victor D. Wolfe
W. J. Hart
J. H. Versteeg
Carl Williams
Harold Reynoldson

HYDRAULIC DATA

	Design Flood	Max,Flood yr (1974)
Discharge-c.f.s.	1,200cfs	1,580 cfs
Frequency-yrs	50 yr	100+ yrs
H.W. Elevation Natural Channel	559±	560± ft
H.W. Elevation Channel Change		
Velocity – f.p.s.	10 fps	10.5 fps

NOTE FOR CANAL :

"Design Flood"= Design Flow

"Discharge"= Capacity

OREGON STATE HIGHWAY DIVISION

HYDRAULIC UNIT

Fifteen Mile Creek Bridge
FAS 709

COMPILED BY	DATE
S. H. Macnab	June 20, 1974

Form 81-734-3030

arfas

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 19, 1974

FROM:

SUBJECT: Ramsey Creek Bridge Repair
Hydraulics Study
FAS 709
Wasco County

TO: MEMO TO FILE

Ramsey Creek crossing is located on FAS 709 approximately five miles westerly of Dufur. The existing structure was not damaged by flood water during the January 1974 runoff; however, streambed scour at the bridge was sufficient to cause concern that the abutments might be undermined during subsequent highwaters.

Scour during the January flood was increased substantially by loss of an irrigation dam located about 25 feet downstream, which in previous years had acted as a check dam to maintain a high streambed elevation. Owner of the dam stated that he did not plan to rebuild it; therefore, further streambed degradation at the structure could be expected during future floods.

A concrete channel lining is proposed to protect the existing masonry rock abutments from undermining. Since fish passage is a consideration, the lining will be "V" shaped and placed on a zero percent grade. A deep cutoff wall is proposed for the downstream end to prevent undermining of the concrete. In addition to the field proposals, it is recommended that (1) the flowline elevation of the lining be at or below the flowline of the existing creek channel and (2) a jump pool having the following dimensions be constructed on the downstream end -- 3-feet deep and 12-feet long, lined with Class 100 riprap. The jump pool should be excavated below the streambed flowline as shown on the attached sketch to prevent headcutting due to downstream degradation from progressing upstream to the lining and to provide a resting area for migrating fish.

HYDROLOGY

Ramsey Creek drains a long narrow basin having an area of 16 square miles to the bridge site. Peak flow data from a crest gage established by the U.S. Geological Survey in the upper reaches indicate that the January flood had a provisional peak flow of 430 cfs at the gage compared to the previous high peak of 124 cfs (December 22, 1964). The discharge per square mile at the gage for the January flood was 111 cfs, which when expanded for the basin area to the bridge crossing indicates a flood peak of about 1760 cfs. Based on statistical analysis of data from other

RECEIVED
COUNTY & CITY SECTION
JUN 19 1974
☐ ENGR. ☑ COOR. ☑ [illegible] ■ UE
☑ UPE ☐ CE ☐ RE ☒ RPE ☐

streamflow gages in the area, the following peaks could be expected for the frequencies indicated:

Flood Frequency	Peak Discharge
10-year	430 cfs
25-year	590 cfs
50-year	750 cfs

It can be seen that the January flood far exceeded the anticipated design flows. Local residents indicated that the January flood was the largest flood they had observed.

HYDRAULICS OF CROSSING

The channel upstream from the crossing has about a 2.2% gradient which produces high flow velocities during flood periods. Velocities through the existing bridge opening are further increased by the severe contraction caused by the narrow opening. Flow is super critical at the bridge with velocities estimated to be 15 fps for the January 1974 flood and 11 fps for a 50-year flood event.

Estimates of backwater were made assuming that the watersurface passed through critical depth at the structure. These calculations indicate that as much as 4.5 feet of backwater could have occurred during the January flood and that about 1.6 feet of backwater could be expected during a 50-year flood.

Richard L. Lenz
Hydraulics Engineer

By

Stephen H. Macnab
Asst. Hydraulics Engineer

Attachment

SHM:ko

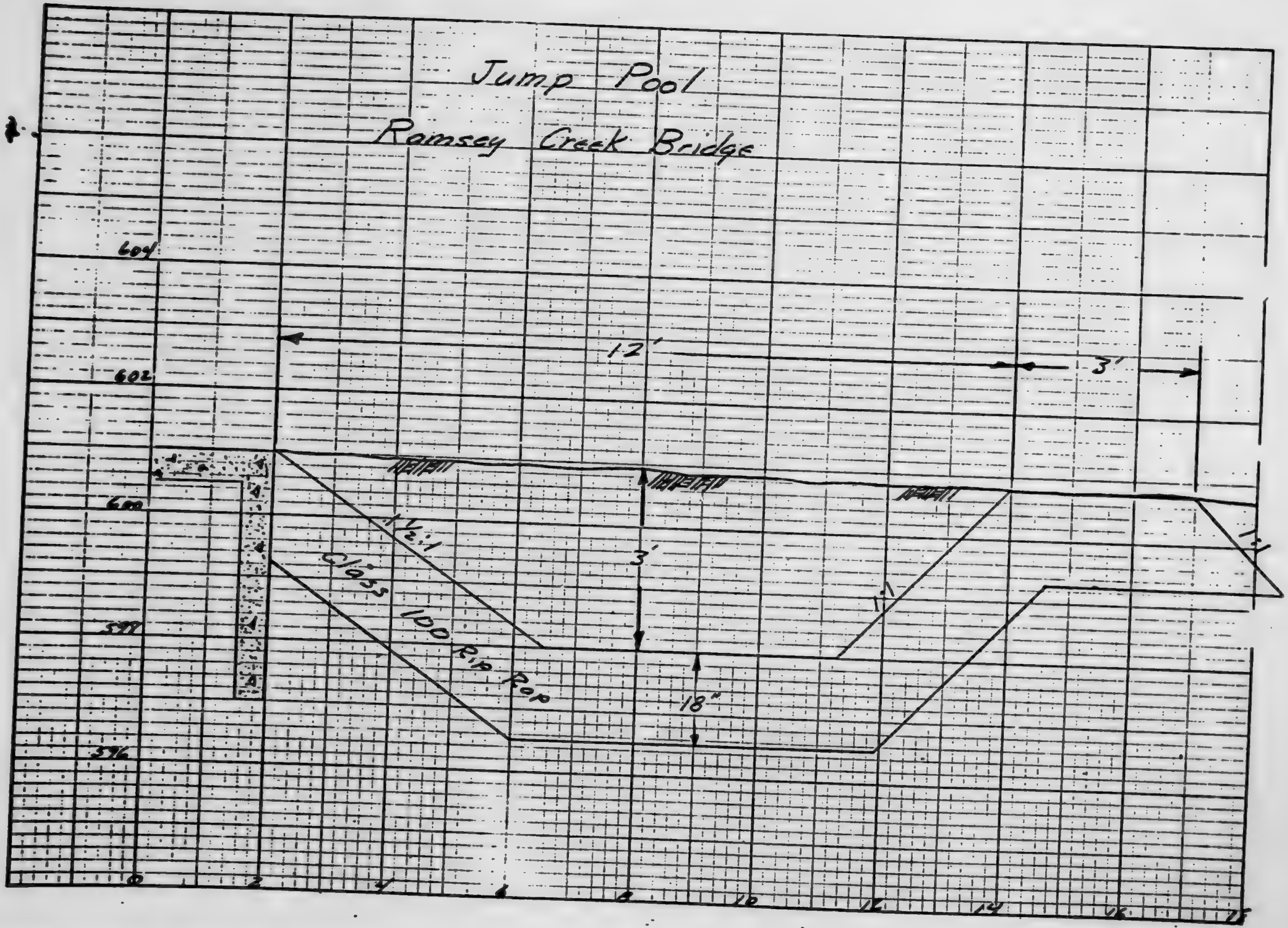
cc Victor D. Wolfe
Walter Hart
J. H. Versteeg
Harold Reynoldson
Carl Williams

K·E 10 X 10 TO THE INCH 46
7 X 10 INCHES
KEUFFEL & ESSER

1

Jump Pool

Ramsey Creek Bridge



HYDRAULIC DATA

	Design Flood	Max,Flood yr (1974)
Discharge-cfs.	750 cfs	1740 cfs
Frequency-yrs	50 yrs	100+ yrs
H.W. Elevation Natural Channel	603.4 ft	606.2 ft
H.W. Elevation Channel Change		
Velocity – f.p.s.	11 fps	15 fps

NOTE FOR CANAL:

"Design Flood"= Design Flow

"Discharge"= Capacity

OREGON STATE HIGHWAY DIVISION
HYDRAULIC UNIT

Ramsey Creek Channel Lining
Dufur Market Road FAS 709
Wasco County

COMPILED BY	DATE
S.H. Macnab	June 19, 1974

8057

June 7, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Wasco County FAS Routes
Project No. ER-308(1)

We are submitting six copies of six force account orders covering the permanent restoration of the above-mentioned section which we wish you to approve. They are being submitted at this early date (before the program is approved) to aid in reviewing the work necessary to complete the project.

A project for the following structures is on the schedule for the August 29, 1974 letting:

Fifteen Mile Creek, FAS 709
Ramsey Creek, FAS 709
Larch Creek, FAS 710

Authorization to use county forces to perform the remaining work is requested because the work involved doesn't lend itself to competitive bidding. It is our opinion that it is more suitable for a county force operation in that the work is covered in twelve separate locations on six different County FAS Routes which can be better supervised and logistically handled by county forces. We also believe the work can get started as a county force operation more rapidly and completed at a lesser cost resulting in a distinct advantage to the traveling public. For these reasons we feel it is in the public interest to perform the work as proposed in the county force orders.

DRH:js

8057

June 7, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
1974 Emergency Relief

We are submitting program data for Item 37, Project No. ER-308(1) for the Wasco County FAS Routes, which we desire to include in the Federal-aid Emergency Relief Program occasioned by the January 1974 storms.

P.S. & E. documents will be submitted during the month of July with P.S. & E. request for authorization for the following contract work:

Fifteen Mile Creek (Dufur Market Rd.) Br.	$78,360.00
Larch Creek (Heberlein Rd.) Br.	34,000.00
Ramsey Creek (Dufur Market Rd.) Br.	4,000.00
Total	$116,360.00

In addition to the above, we will send six copies of county force orders under separate cover.

The title sheet plan will be submitted with the project agreement.

DRH:js

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO U.S.

FORM PR-1
(REV. 4-61)

June 7, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2
REPORT NUMBER: 1
PROJECT LOCATION (45 typewriter spaces): Co. Rds. County FAS Routes, Wasco Co.
ADT PRESENT: *
FUTURE: *
YEAR: 94
REGION: 10
STATE NAME: Oregon

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces): Temp. & Perm. Flood Damage Repair
NATL. FOREST:
EMERG. YR.: 74-1
PL. AUTH YR.:
PROJECT NUMBER
PREFIX LETTER(S): ER-
NUMBER: 308

CLASS OF FEDERAL FUNDS: Emergency Relief
COUNTY NAME: Wasco
NAME OF URBAN AREA:
ROUTE NO. S
FEDERAL-AID: **
STATE: Co.Rds.
U.S.

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		Co.Rds., County FAS Routes, Wasco Co.	.80	15,100	15,100		
5					ROW		** (FAS-C Routes 309, 310, 314, 369, 709, 710 and 942)					
5					CONST (CODE) Temp. & Perm. Stage 2 6201 X080		(Wasco County FAS Routes)	.80	167,713	167,713		
							PROJECT TOTALS	.80	182,813	182,813		

CARD 1 CODE 1
PREPARED BY

PROGRAM APPROVAL DATES

*ADT shown on back for individual route.

REMARKS
This work due to abnormally he
excessive runoff and flooding of Fi
Ramsey Creek, Tygh Creek and Eighte

-O

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

June 7, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

unty FAS Routes, Wasco Co.	ADT	PRESENT *	FUTURE *	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 098	ITEM NO. 37

e Repair	NATL. FOREST	[illegible]	EMERG. YR. 74-1	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) ER-	NUMBER 308	SEQ. NO. (1)

ency Relief

COUNTY NAME: Wasco — CODE: 065

ROUTE NO.: S — FEDERAL-AID: ** — STATE: Co.Rds. — U.S.

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
Co.Rds., County FAS Routes, Wasco Co.	.80	15,100	15,100			P.E. all phases, temp. & perm. flood damage repairs. (Debris removal, embankment repair, base & shoulder rock, drainage facilities, surfacing, replace 2 bridges, repair 1 bridge. (County forces to do all but three contract areas of structure work.)
** (FAS-C Routes 309, 310, 314, 369, 709, 710 and 942) (Wasco County FAS Routes)	.80	167,713	167,713			
PROJECT TOTALS	.80	182,813	182,813			

*ADT shown on back for individual route.

REMARKS

This work due to abnormally heavy rainfall causing excessive runoff and flooding of Fifteen Mile Creek, Ramsey Creek, Tygh Creek and Eightmile Creek in Wasco Co.

-over-

Character of Proposed Work and Remarks Cont:

FAS 309 (Mile Creek Rd., Co.) Intermittent Sections MP 1.8 to MP 3.7 - 74 ADT 100 - 94 ADT 160

Existing Facility: The present facility consists of 20-foot oil mat surface with graveled shoulders varying in width from 1 to 4 feet, the 4-foot shoulder being predominate.

Project Data: This route was damaged at four locations. MP 1.8 First Mill Creek crossing - highwater eroded slope protection material at upstream side of structure. MP 2.9 - highwater eroded fill slope protection materials. MP 3.0 Second Mill Creek crossing - highwater eroded at the east upstream wing wall. MP 3.7 Third Mill Creek crossing - highwater eroded into roadbed and behind the abutment. Temporary work by county forces included replacing slope protection material to safeguard the structures. Temporary work estimate is as follows:

Labor		$ 790.00
Equipment		1,410.00
Materials		100.00
	Subtotal	$2,300.00

Permanent repairs to be accomplished by county forces. These repairs include placing additional slope protection materials, placing concrete below scour level and second Mill Creek crossing. Estimate for permanent repairs as follows:

Labor		$ 7,500.00
Equipment		4,300.00
Materials		800.00
	Subtotal	$12,600.00
	Total	$14,900.00

FAS 310 (Boyd Rd., Co.) Fifteen Mile Creek MP 0.76 - 74 ADT 290-94 ADT 460

Existing Facility: The present facility consists of 18-foot oil mat roadway with 4-foot gravel shoulders.

Project Data: Excessive storm runoff caused Fifteen Mile Creek to flood resulting in erosion of the roadbed base material and surfacing. The county performed temporary work to open the road to traffic and protect the bridge. The costs for temporary work is as follows:

Labor		$ 160.00
Equipment		207.00
Material		35.00
	Subtotal	$ 402.00

Base surfacing, pavement replacement and channel work to be performed by the county and the cost

Labor		$ 92
Equipment		1,61
Material		800
	Subtotal	$ 3,33
	Total	$ 3,73

FAS 314 (State Rd. 182, Co.) MP 0.7 to MP 8.8 74

Existing Facility: The present facility consist
way with variable width gravel shoulders.

Project Data: Eight Mile Creek flooded resultin
to fill slopes, ditches, bridge approaches, shoul
culverts. The county performed temporary work th
the road open and safeguard the facility. The co
as follows:

Labor		$ 2,900
Equipment		3,300
Material		400
	Subtotal	$ 6,600

Permanent restoration work will consist of replac
and bridge approaches. There will also be culver
of subgrade, base and paving. Estimate of costs

Labor		$ 2,194
Equipment		2,448
Material		4,060
	Subtotal	$ 8,702
	Total	$15,302

FAS 369 (Fairbanks Rd. Co.) MP 2.2 - MP 5.4, 74 A

Existing Facility: The present facility consists
roadway with 4-foot gravel shoulders.

Project Data: The flooding of Fifteen Mile Creek
and caused a loss of existing slope protection.
large quantities of material on roadway at interm
county performed temporary work to keep road open
work estimate is as follows:

ed Work and Remarks Cont:

k Rd., Co.) Intermittent Sections MP 1.8 to MP 3.7 -
T 160

The present facility consists of 20-foot oil mat sur- shoulders varying in width from 1 to 4 feet, the 4-foot dominate.

route was damaged at four locations. MP 1.8 First Mill ighwater eroded slope protection material at upstream MP 2.9 - highwater eroded fill slope protection mate- ond Mill Creek crossing - highwater eroded at the east MP 3.7 Third Mill Creek crossing - highwater eroded hind the abutment. Temporary work by county forces slope protection material to safeguard the structures. mate is as follows:

or		$ 790.00
ipment		1,410.00
erials		100.00
	Subtotal	$2,300.00

o be accomplished by county forces. These repairs itional slope protection materials, placing concrete nd second Mill Creek crossing. Estimate for permanent

or		$ 7,500.00
ipment		4,300.00
erials		800.00
	Subtotal	$12,600.00
	Total	$14,900.00

Co.) Fifteen Mile Creek MP 0.76 - 74 ADT 290-94 ADT 460

The present facility consists of 18-foot oil mat roadway shoulders.

ssive storm runoff caused Fifteen Mile Creek to flood n of the roadbed base material and surfacing. The county work to open the road to traffic and protect the bridge. rary work is as follows:

or		$ 160.00
ipment		207.00
erial		35.00
	Subtotal	$ 402.00

Base surfacing, pavement replacement and channel work remain. Permanent work to be performed by the county and the cost estimate is as follows:

Labor		$ 922.00
Equipment		1,613.00
Material		800.00
	Subtotal	$ 3,335.00
	Total	$ 3,737.00

FAS 314 (State Rd. 182, Co.) MP 0.7 to MP 8.8 74 ADT 200 - 94 ADT 320

Existing Facility: The present facility consists of 20-foot oil mat roadway with variable width gravel shoulders.

Project Data: Eight Mile Creek flooded resulting in considerable damage to fill slopes, ditches, bridge approaches, shoulder areas, pavement and culverts. The county performed temporary work that was required to keep the road open and safeguard the facility. The costs of temporary work is as follows:

Labor		$ 2,900.00
Equipment		3,300.00
Material		400.00
	Subtotal	$ 6,600.00

Permanent restoration work will consist of replacing eroded slopes, ditche and bridge approaches. There will also be culvert repair and replacement of subgrade, base and paving. Estimate of costs are as follows:

Labor		$ 2,194.00
Equipment		2,448.00
Material		4,060.00
	Subtotal	$ 8,702.00
	Total	$15,302.00

FAS 369 (Fairbanks Rd. Co.) MP 2.2 - MP 5.4, 74 ADT 130 - 94 ADT 210

Existing Facility: The present facility consists of 22-foot wide oil mat roadway with 4-foot gravel shoulders.

Project Data: The flooding of Fifteen Mile Creek eroded part of the roadt and caused a loss of existing slope protection. Heavy runoff deposited large quantities of material on roadway at intermittent locations. The county performed temporary work to keep road open to traffic. Temporary work estimate is as follows:

Wasco County FAS Routes - continued

Labor		$ 1,100.00
Equipment		1,550.00
Material		-
	Subtotal	$ 2,650.00

Permanent restoration work consists of replacing material that was eroded away and clearing up of the material that was deposited on the roadway. Estimate for permanent work is as follows:

Labor		$ 1,632.00
Equipment		1,632.00
Material		-
	Subtotal	$ 3,264.00
	Total	$ 5,914.00

FAS 709 (Dufur Market Rd., Co.) Ramsey Creek Bridge MP 2.75 74 ADT 140 - 94 ADT 220

Existing Facility: The present facility consists of a 20-foot wide timber beam structure on masonry abutments.

Project Data: Erosion of the stream bottom in the area of the abutment foundations was caused by the abnormally high water of Ramsey Creek. There was no temporary work required. Permanent work will be done at summers low water period. The work will consist of placing a concrete slab on the creek bottom between abutments and extend to cutoff walls at the upstream and downstream edges.

Estimated cost of work to be done by contract - $4,000.00.

FAS 709 (Dufur Market Rd., Co.) Fifteen Mile Creek Bridge Sec. MP 2.2-2.4 74 ADT 140 - 94 ADT 220

Existing Facility: The present facility consists of a 3-span timber stringer bridge 46 feet in length and 22 feet wide.

Project Data: Replacing the structure at this time seems to be more economical and advantageous as the flood waters washed out an abutment, scoured under upstream wingwall and damaged first pier. County has provided a temporary crossing. The estimate for temporary repairs is as follows:

Labor		$ 1,050.00
Equipment		1,350.00
Material		742.00
	Subtotal	$ 3,142.00

The new structure will be a concrete slab design with the creek, thus eliminating both bents from the stream increase in length with a width of 32 feet. County wi and a contract will be let for the construction of the of costs is as follows:

Work by County	Labor		$ 1
	Equipment		1
	Material		
		Subtotal	$ 2
State to award contract for bridge			$78
		Total	$84

FAS 710 (Heberlein Rd. Co.) Larch Creek Bridge Section 74 ADT 40 - 94 ADT 60

Existing Facility: Consists of a 24-foot gravel surfac MP 2.0 and a single span timber stringer bridge 16 fee

Project Data: MP 2.0 - a plugged culvert resulted in washed out. MP 2.1 - high water in Larch Creek washed and material under the abutment sills. The county forc rary work to maintain traffic. Estimate of temporary

Labor		$
Equipment		1
Materials		
	Subtotal	$ 1

Permanent repairs include replacement of 18-inch culver rials at MP 2.0 - to be accomplished by county forces.

Permanent repairs at MP 2.1 will include new structure The new structure will be a prestressed slab span, 24 f several feet and lengthened. Will require new approach Structure and approaches will be done under contract wo permanent repairs at MP 2.0 (to be done by County force

- continued

		$ 1,100.00
nt		1,550.00
l		-
	Subtotal	$ 2,650.00

ork consists of replacing material that was
g up of the material that was deposited on the
permanent work is as follows:

		$ 1,632.00
nt		1,632.00
l		-
	Subtotal	$ 3,264.00
	Total	$ 5,914.00

d., Co.) Ramsey Creek Bridge MP 2.75 74 ADT 140 -

present facility consists of a 20-foot wide timber
ry abutments.

of the stream bottom in the area of the abutment
by the abnormally high water of Ramsey Creek.
work required. Permanent work will be done at
d. The work will consist of placing a concrete
between abutments and extend to cutoff walls at
eam edges.

to be done by contract - $4,000.00.

., Co.) Fifteen Mile Creek Bridge Sec. MP 2.2-2.4

present facility consists of a 3-span timber
in length and 22 feet wide.

the structure at this time seems to be more
ous as the flood waters washed out an abutment,
ingwall and damaged first pier. County has pro-
ng. The estimate for temporary repairs is as

		$ 1,050.00
nt		1,350.00
l		742.00
	Subtotal	$ 3,142.00

The new structure will be a concrete slab design with a clear span across the creek, thus eliminating both bents from the stream channel. A slight increase in length with a width of 32 feet. County will construct detour and a contract will be let for the construction of the structure. Estimate of costs is as follows:

Work by County	Labor		$ 1,082.00
	Equipment		1,290.00
	Material		340.00
		Subtotal	$ 2,712.00
State to award contract for bridge			$78,360.00
		Total	$84,214.00

FAS 710 (Heberlein Rd. Co.) Larch Creek Bridge Section MP 2.0 & MP 2.1 74 ADT 40 - 94 ADT 60

Existing Facility: Consists of a 24-foot gravel surfaced roadway at MP 2.0 and a single span timber stringer bridge 16 feet wide at MP 2.1.

Project Data: MP 2.0 - a plugged culvert resulted in the road being washed out. MP 2.1 - high water in Larch Creek washed out bridge approaches and material under the abutment sills. The county forces performed temporary work to maintain traffic. Estimate of temporary work is as follows:

Labor		$ 615.00
Equipment		1,076.00
Materials		100.00
	Subtotal	$ 1,791.00

Permanent repairs include replacement of 18-inch culvert and eroded materials at MP 2.0 - to be accomplished by county forces.

Permanent repairs at MP 2.1 will include new structure over Larch Creek. The new structure will be a prestressed slab span, 24 feet in width, raised several feet and lengthened. Will require new approaches to the structure. Structure and approaches will be done under contract work. Estimated permanent repairs at MP 2.0 (to be done by County forces) as follows:

Wasco County FAS Routes - continued

Labor		$ 837.00
Equipment		1,024.00
Materials		950.00
	Subtotal	$ 2,811.00
State to award cont. for str. at M.P. 2.1		$34,000.00
	Total	$38,602.00

FAS 942 (Dufur Bypass, Co.) Fifteen Mile Creek Bridge MP 0.6 74 ADT 500 - 94 ADT 800

Existing Facility: The present facility consists of a 24-foot concrete bridge.

Project Data: The flooding of Fifteen Mile Creek left considerable amount of gravel and debris. County forces during the flooding kept the channel opened. Cost of the temporary repairs are as follows:

Labor		$ 340.00
Equipment		239.00
Material		-
	Subtotal	$ 579.00

Material will be removed to restore proper drainage in the vicinity of the structure. Estimate of permanent work is as follows:

Labor		$ 153.00
Equipment		312.00
Material		-
	Subtotal	$ 465.00
	Total	$ 1,044.00

Requirements of PPM 90-1: A negative declaration for emergency relief projects, statewide, for temporary and permanent repair of damages to highways and highway facilities caused by a natural disaster or catastrophic failure, was submitted to and approved by the FHWA on April 2, 1974.

A-95 Review: The project is exempt from State clearinghouse reviews under working agreement dated February 29, 1971.

System Action, Airports, Railroads, Water Dev
Recreational Areas: None involved.

Public Hearings, Location and Design Approval:
graph 3c of PPM 20-8.

Note: This project is in Congressional Distr

- continued

Labor		$ 837.00
Equipment		1,024.00
Materials		950.00
	Subtotal	$ 2,811.00
. for str. at M.P. 2.1		$34,000.00
	Total	$38,602.00

o.) Fifteen Mile Creek Bridge MP 0.6 74 ADT 500 -

present facility consists of a 24-foot concrete

ing of Fifteen Mile Creek left considerable
ris. County forces during the flooding kept
t of the temporary repairs are as follows:

Labor		$ 340.00
Equipment		239.00
Material		-
	Subtotal	$ 579.00

to restore proper drainage in the vicinity of
of permanent work is as follows:

Labor		$ 153.00
Equipment		312.00
Material		-
	Subtotal	$ 465.00
	Total	$ 1,044.00

A negative declaration for emergency relief
temporary and permanent repair of damages to
lities caused by a natural disaster or cata-
mitted to and approved by the FHWA on April 2,

is exempt from State clearinghouse reviews
ated February 29, 1971.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings, Location and Design Approval: Not required under paragraph 3c of PPM 20-8.

Note: This project is in Congressional District No. 2.

June 3, 1974

Mr. Rex Kniesteadt
Road Superintendent
Courthouse
The Dalles, Oregon 97058

Re: ER, January 1974 Storm Damage
Larch Creek (Heberlein Road) Bridge
FAS 710
Wasco County

Dear Mr. Kniesteadt:

Would you please secure a temporary easement for a detour over a strip of land 10 feet in width and 100 feet long as shown colored in red on the enclosed sketch.

This detour is to be constructed and removed as part of this project.

Very truly yours,

H. S. Cox
County and City Engineer

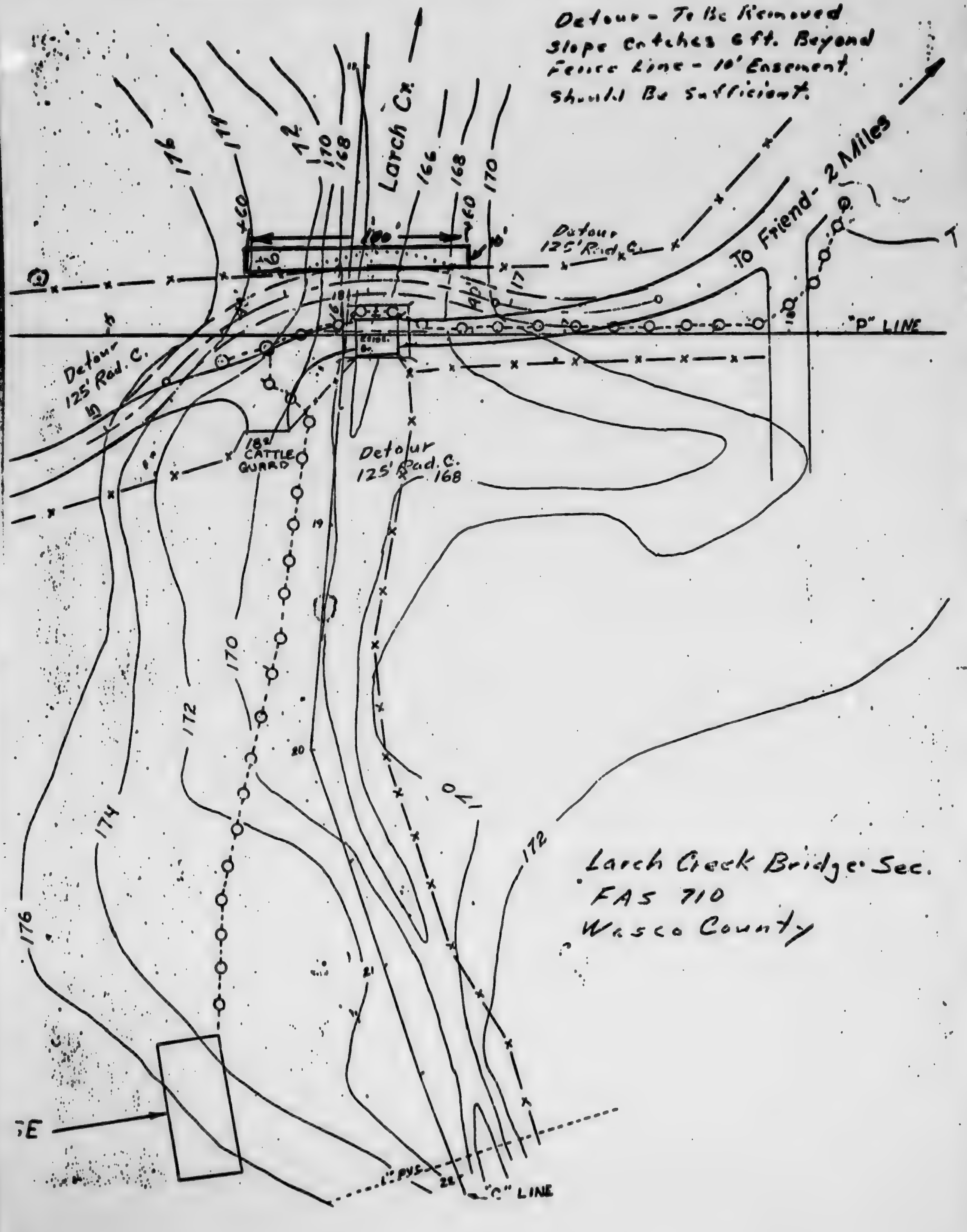
By

Harold Reynoldson
Rural Program Engineer

HR:ljt

Encl.

☑ ENGR. ☑ [illegible] ☑ [illegible] ☐ [illegible] ■ UE
☑ UPE ☐ [illegible] R T



Detour - To Be Removed
Slope Catches 6 ft. Beyond
Fence Line - 10' Easement
Should Be Sufficient.

Larch Creek Bridge Sec.
FAS 710
Wasco County

WASCO COUNTY
Dufur Market Road, FAS 709   Fifteen Mile Creek Crossing, MP 2.2-2.4

REMARKS:

High water in Fifteen Mile Creek was caused by abnormally heavy rainfall and excessive runoff during the period of January 14 to 21, 1974. The water has washed out an abutment, scoured under an upstream wingwall and damaged the first pier. The County has provided a temporary crossing until such time as FHWA clearances permit bringing the project to contract.

EXISTING FACILITY:

3-span timber stringer bridge 46 feet long and 22 feet wide.

PROJECT DATA:

It appears to be more economical and advantageous to replace the structure than to make repairs. This is based on the work required to make the repairs and the advantages of removing the existing bents from the river channel. The new structure will be slightly longer and will be of concrete slab design and will have a clear span thus eliminating both bents from the stream channel. The new structure will be 32 feet wide. An estimate of cost is as follows:

TEMPORARY REPAIRS: Completed February 1, 1974.

Labor	$1,050.00
Equipment	1,350.00
Material	742.00
	$3,142.00

PERMANENT REPAIRS: State award contract for bridge - $78,000.00.

Labor	$1,082.00
Equipment	1,290.00
Material	340.00
	$2,712.00

WASCO COUNTY
Heberlein Road, FAS 710   Larch Creek Crossing, M.P. 2.0 and 2.1

REMARKS:

Abnormally heavy rainfall and excessive runoff during the period of January 14 to 21, 1974 caused damage at two locations on this route. At M.P. 2.0 a culvert plugged resulting in the road being washed out. At M.P. 2.1 high water in Larch Creek washed out the bridge approaches and material under the abutment sills. The County has performed temporary work required to keep the road open, and permanent work will proceed as soon as the necessary approvals are obtained from the FHWA.

EXISTING FACILITY:

M.P. 2.0 - 24-foot gravel surfaced roadway.
M.P. 2.1 - Single span timber stringer bridge 16 feet wide.

PROJECT DATA:

M.P. 2.0 - Permanent repairs will consist of replacement of the eroded material and replacing the 18-inch culvert.

M.P. 2.1 - As a part of the repairs this structure should be raised several feet and the span length increased. The bridge will be built 24 feet wide using deck slab construction to allow for future widening.

The work at M.P. 20 will be done by County forces. The work at M.P. 2.1 will be done under regular contract. An estimate of cost is based on the following quantities.

TEMPORARY REPAIRS: Completed January 30, 1974.

Labor	$ 615.00
Equipment	1,076.00
Material	100.00

PERMANENT REPAIRS: State to contract bridge - $34,000.

Labor	$ 837.00
Equipment	1,024.00
Material	950.00
	$2,811.00

WASCO COUNTY
Dufur Market Road FAS 709 Ramsey Creek Crossing, M.P. 2.75

REMARKS:

Abnormally heavy rainfall and excessive runoff during the period of January 14 to 21, 1974 caused high water in Ramsey Creek resulting in erosion of the stream bottom in the vicinity of the abutments exposing the abutment foundations. No temporary work was performed. Permanent work awaits this summer's low water period and the required approval of the FHWA Division Engineer.

EXISTING FACILITY:

Timber stringer structure on masonry abutments.

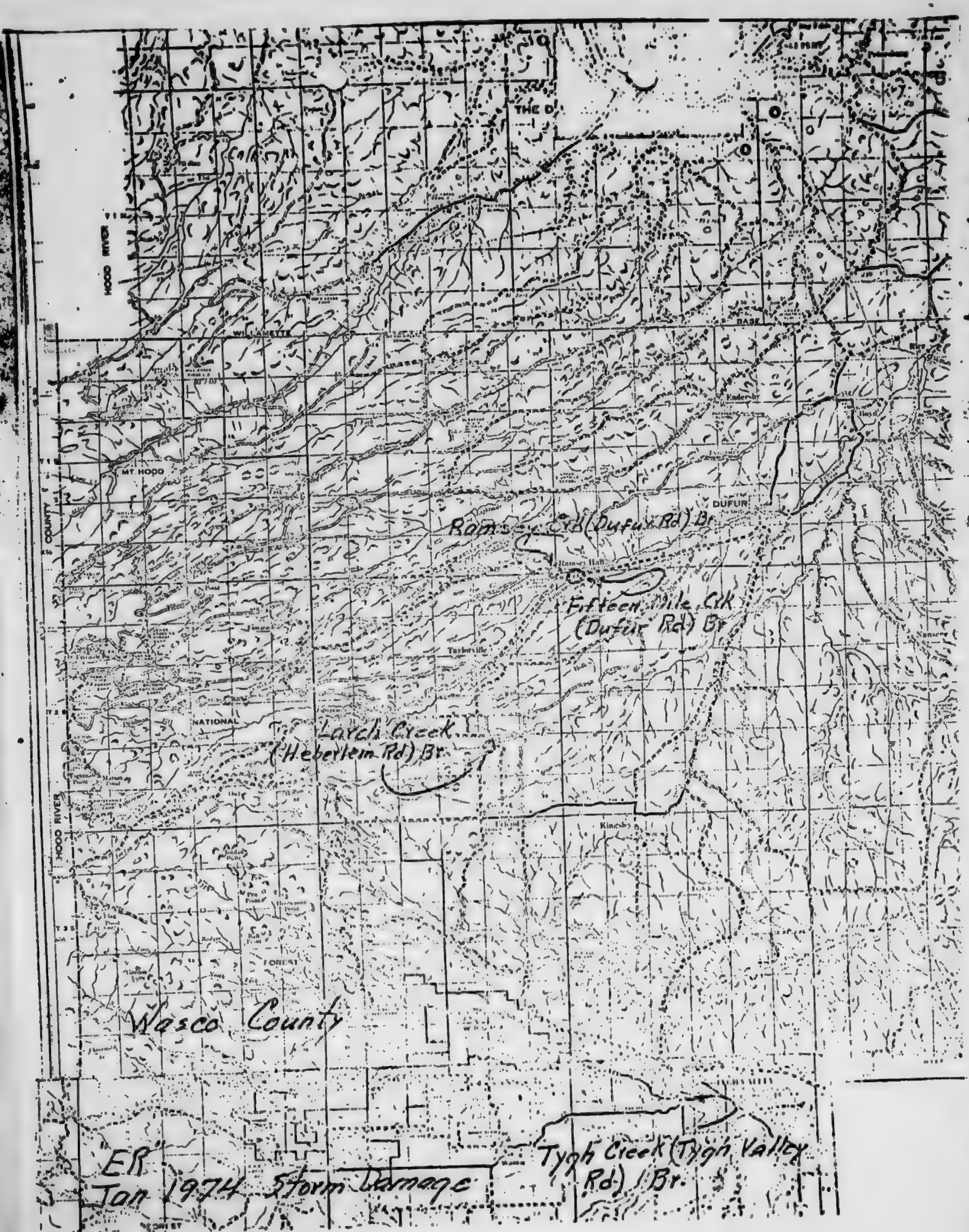
PROJECT DATA:

The structure shows no apparent sign of settlement or distress and it appears the most economical method of repair is to place a concrete bottom between the abutments with cutoff walls at the upstream and downstream edges. The bridge has a span of approximately 20 feet. The slab will be designed to allow for fish passage. The work will be done by regular contract with cost estimates based on the following data.

No temporary work done.

PERMANENT WORK:

Regular contract by State - $4,000.00.


HOOD RIVER
WILLAMETTE
MT. HOOD
COUNTY
HOOD RIVER
DUFUR
Ramsey Crk (Dufur Rd) Br.
Ramsey Hall
Fifteen Mile Crk (Dufur Rd) Br
NATIONAL
Larch Creek (Heberlein Rd) Br.
FOREST
Wasco County
"ER" Jan 1974 Storm Damage
Tygh Creek (Tygh Valley Rd) Br.

orm ER-2a)

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. ____________

Date May 15, 1974

F. A. Project No. ER-308(1)

Highway Dufur Market Road, FAS 709 - Fifteen Mile Creek Crossing

County Wasco Prefix 33-2501 Account No. ____________

Description of Work To Be Done:

Temporary: Completed construction of temporary bridge, cost $3,142.00, 2/1/74.

Permanent: Construction of new bridge by State contract, construction of detour by County.

~~Temporary~~	~~- Labor~~	~~$1,050.00~~
	~~Equipment~~	~~1,350.00~~
	~~Materials~~	~~742.00~~
		~~$3,142.00~~

Location: Sta. to Sta. or MP. to MP.
2.2 - 2.4

APPROVED EFFECTIVE DATE JUN 26 1974
Continued upon modification of project agreement if additional funds are required
Original Signed By
BY VERNON V. CUSACK
TITLE Engineering Coordinator
DATE JUN 26 1974
FEDERAL HIGHWAY ADMINISTRATION

Estimate of Quantities and Costs:

Detour:

Labor	$1,082.00
Equipment	1,290.00
Material	340.00
	$2,712.00

~~State Contract $78,400.00~~

Explanation:

This bridge was damaged beyond repair. The County has constructed a temporary span to permit light traffic over this stream. The County will construct a detour road around this site. The State will let a contract for reconstruction of this bridge.

Temporary work completed.

Submitted by: ____________ Approved: ____________

List County Crew	No. Hours	Rate	Total
1 Foreman	24	$4.77	$ 114.48
4 Truck Drivers	24	4.33	415.68
2 Laborers	16	4.02	128.64
2 Equipment Operators	20	4.33	173.20
			$ 832.00
Fringe Benefits	30%		249.60
			$1,081.60

List County Equipment	Size	No. Hours	Rate	Total
4 Trucks	12 yd.	24	$ 8.00	$ 768.00
1 Loader	3½ "	24	12.00	288.00
1 Crane	20 ton	16	11.00	176.00
1 Lowboy		6	9.50	57.00
				$1,289.00

List Material	Quantity	Unit Price	Total
Culvert	60 ft.	(If this culvert can be salvaged without damage there will be no cost. Culvert size 6'10" x 9'4". Structural plate.)	
Pit Run Rock	2,000 cu.yds.	.05	$ 100.00
Crushed Rock	120 " "	2.00	240.00
			$ 340.00

(Fm ER-2a)

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. ____________

F. A. Project No. ER 308 (1) Date May 15, 1974

Highway Heberlein Road, FAS 710 Larch Creek Crossing

County Wasco Prefix 33 - 9501 Account No. ____________

Description of Work To Be Done:

~~Temporary Work:~~	~~Labor~~	~~$ 615.00~~	~~Completed 1/30/74~~
	~~Equipment~~	~~1,076.00~~	
	~~Material~~	~~100.00~~	
	~~TOTAL~~	~~$1,791.00~~	

Permanent: Place additional base rock, place levelling course, and install culvert. State to construct bridge.

Location: Sta. to Sta. or MP. to MP.
2.0 and 2.1

Estimate of Quantities and Costs:

Permanent:	Labor	$ 837.00
	Equipment	1,024.00
	Material	950.00
		$2,811.00

~~State to contract bridge at $34,000.~~

APPROVED EFFECTIVE DATE JUN 26 1974
Contingent upon mod[illegible] f project agreement if add[illegible] s are required
BY Original Signed By VERNON V. CUSACK
TITLE Engineering Coordinator
DATE JUN 26 1974
FEDERAL HIGHWAY ADMINISTRATION

Explanation:

Section of road was eroded away by January, 1974, storm. Most base rock has been placed leaving levelling course to be applied by County.

Temporary work completed.

Submitted by: R. K. [illegible] Approved: D. W. [illegible]

List County Crew	No. Hours	Rate	Total
1 Foreman	16	$5.23	$ 84.00
4 Truck Drivers	16	5.00	320.00
3 Equipment Operators	16	5.00	240.00
			$ 644.00
Fringe Benefits		30%	193.00
			$ 837.00

List County Equipment	Size	No. Hours	Rate	Total
4 Trucks	12 yd.	16	$ 8.00	$ 512.00
1 Grader		16	7.00	112.00
1 Cat		16	13.00	208.00
1 Loader		16	12.00	192.00
				$1,024.00

List Material	Quantity	Unit Price	Total
Crushed Rock	425 cu.yd.	$2.00	$ 850.00
Culvert			100.00
			$ 950.00

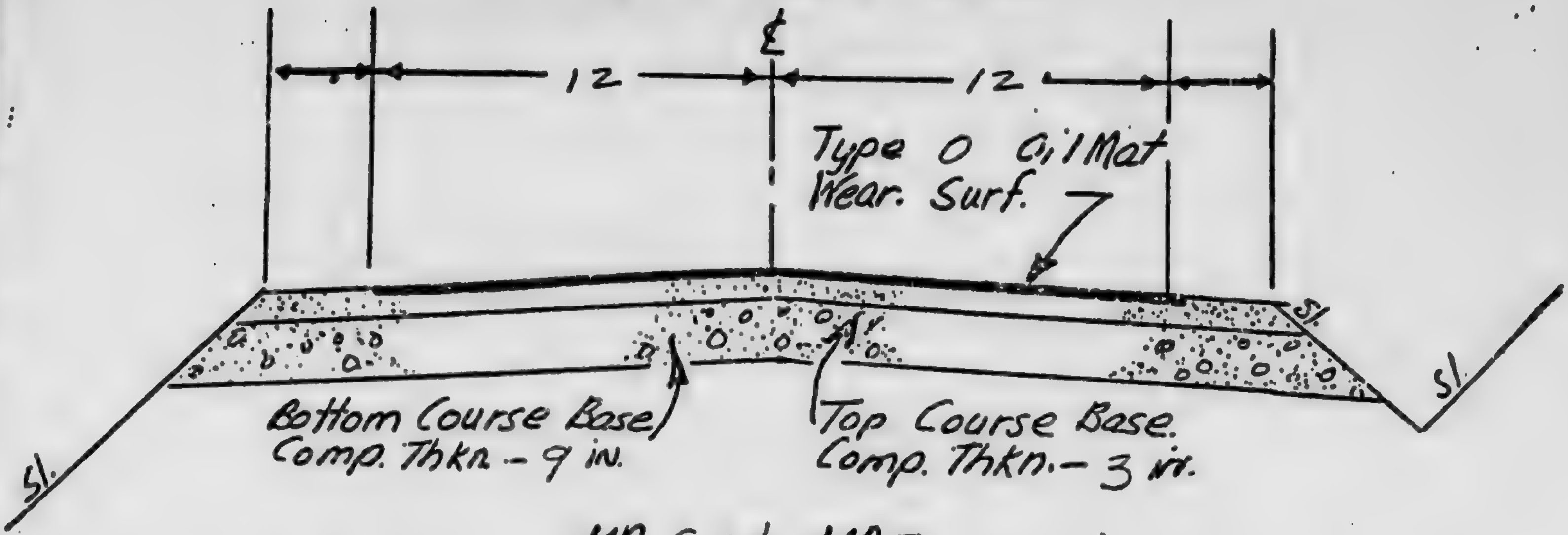
ER-351

Wasco COUNTY

FAS 710

ER

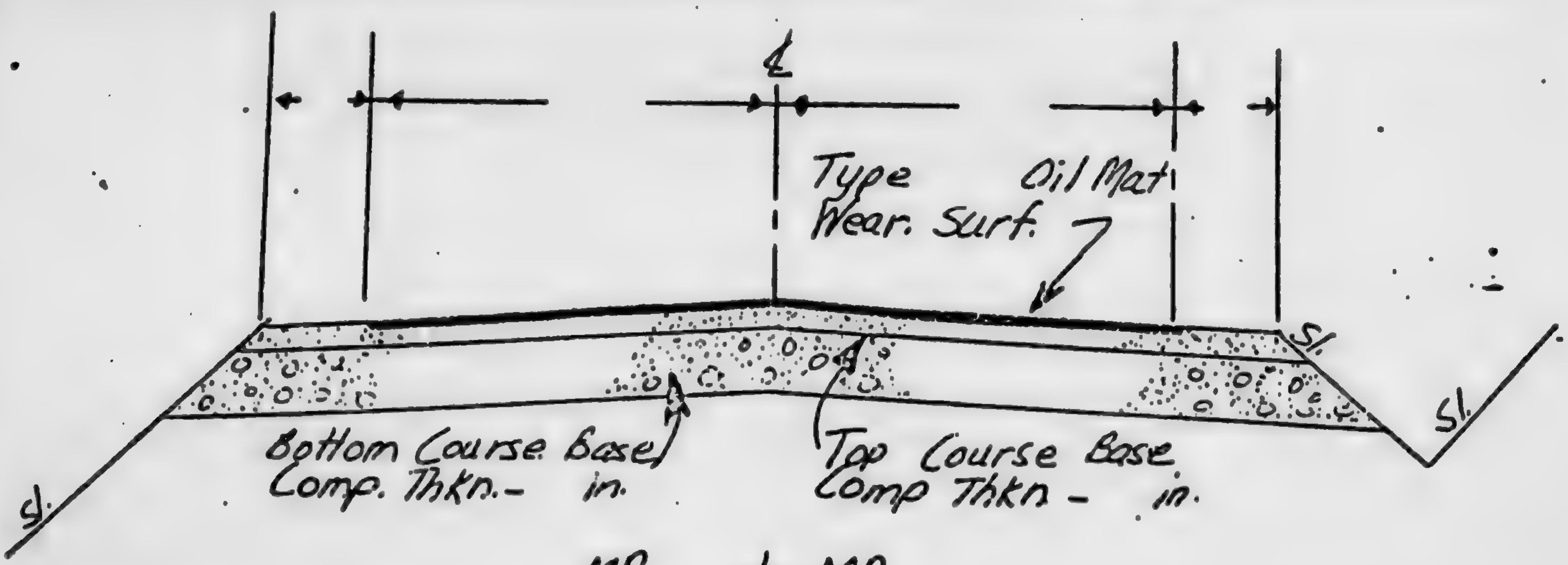
TYPICAL SECTIONS



MP 2.0 to MP 2.1

Description of Work Reconstruct washed out gravel road.

Completion date



MP to MP

DESCRIPTION OF WORK

Completion Date

8057

Mar 26, '74

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 20, 1974

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Wasco County ER Projects
January 1974 Storm Damage

The attached tabulations and maps describe and locate a number of bridges in Wasco County that were destroyed or damaged by storms in January of this year. The County has requested financial assistance from the Federal Highway Administration with ER (Emergency Relief) funds. The State is to contract these projects in behalf of the County.

As yet, the FHWA has not concurred in the emergency, but the County has stated that they would be responsible for the preliminary engineering costs not approved by FHWA.

Even though telephonic approval was received on March 15 from Chairman Jackson to proceed with preliminary engineering for these projects, this will be an item on the March 27 meeting agenda for your information.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
L. W. Rulien
H. S. Cox
C. M. Williams
Gary Sund
R. E. Whipps

HR:ljt:dg dpy

WASCO COUNTY

ER, January 1974 Storm Damage

(These bridges were damaged or destroyed by flood waters in January of this year.)

FAS 311: Tygh Creek (Tygh Valley Road) Bridge. Structure, $200,000.

Construct a reinforced concrete bridge with a 32-foot roadway. No sidewalks. Contractor to construct the approaches and connections. Contractor to remove and dispose of the existing bridge.

FAS 709: Ramsey Creek (Dufur Mkt. Rd.) Bridge. Repair of bridge footing protection and channel. $4,000.

Erosion has exposed the bottom of the footings and has damaged the channel.

This project is to restore the protection for the footings for the bridge and repair and reline the creek channel. No additional right-of-way is required. Utilities are involved.

FAS 709: Fifteen Mile Creek (Dufur Mkt. Rd.) Bridge. Structure and approaches, $84,500.

Construct a reinforced concrete bridge with a 32-foot roadway. No sidewalks. Contractor to construct the approaches and connections, install guardrail, and place riprap. No additional right-of-way. Utilities are involved.

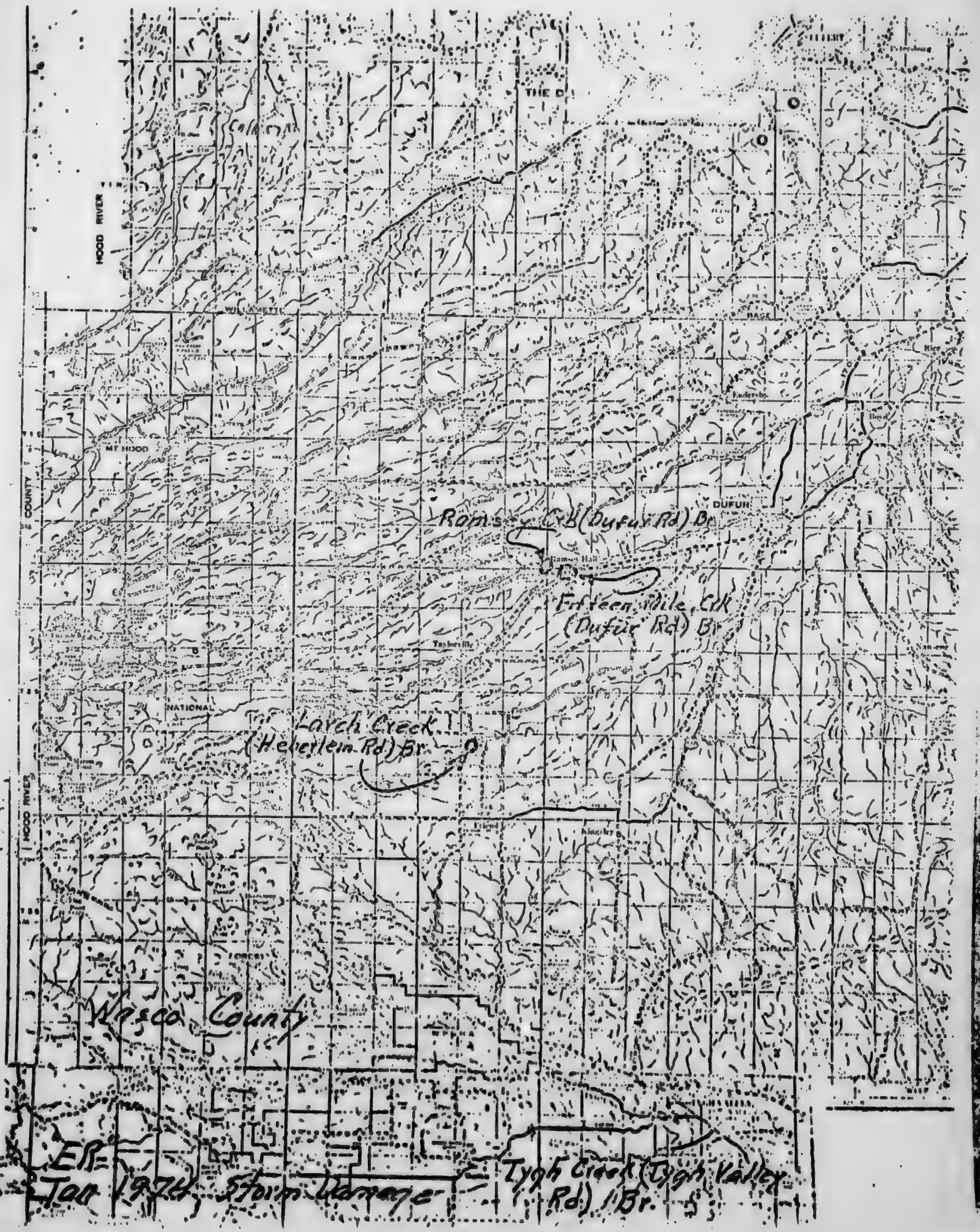
County will construct and maintain detour.

FAS 710: Larch Creek (Heberlein Road) Bridge. Structure only, $34,000.

Construct a reinforced concrete bridge with a 32-foot roadway. No sidewalks. Contractor is to construct the approaches and connections and construct and maintain the detour. No additional right-of-way.

NOTE: State to make survey and plans, award contract, and supervise construction on these projects.

74-a(ER)
3/18/74


ER
Jan 1974, Storm Damage

THE D
HOOD RIVER
MT HOOD
COUNTY
DUFUR
Ramsey Crk (Dufur Rd) Br
Fifteen Mile Crk (Dufur Rd) Br
NATIONAL
Larch Creek (Heberlein Rd) Br
HOOD RIVER
Wasco County
Tygh Creek (Tygh Valley Rd) Br

RECEIVED
COUNTY & CITY [illegible]
☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐

ER
COUNTY ROAD [illegible] PROJECT REQUEST

Name of County Wasco FAS No. 710 Date ____

County Road Name Heberlein Road

Section Name Larch Creek

Type of Project Bridge

Location of Project (Attach sketch map) ____

ADT 25 Design Speed 30

Is this request for county bridge design only? Yes ____ No ____

county FAS bridge design? Yes x No ____

Will County hire consultant for this project? Yes ____ No ____

(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ Total Travel Width ____
   (AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ____ Width Each Side ____
   (AC, Pug Cold Mix, Oil Mat) Total Top Width ____

3. Grading & Drainage:
   By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
   By County ____ County Date of Completion ____ By Contract ____
   Has base design been given to County? Yes ____ No ____
   Will it be furnished? Yes ____ No ____

5. Leveling Course:
   By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
   By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
   By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
   By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
   Curbs Required? Yes ____ No ____
   Type Desired (rolled, exposure, monolithic, special county standard, etc.)
   ____
   Width between curbs ____

RECEIVED
COUNTY & CITY SECTIC
☐ ☐ ☐ ☐ ☐
☐ ☐ ☐ ☐ ☐

COUNTY ROAD ~~[illegible]~~ ER PROJECT REQUEST

Name of County ____Wasco____ FAS No. 710____ Date ________
County Road Name ____Heberlein Road____
Section Name ____Larch Creek____
Type of Project ____Bridge____
Location of Project (Attach sketch map) ________
ADT 25________ Design Speed 30________

Is this request for county bridge design only? Yes____ No____
county FAS bridge design? Yes x No____
Will County hire consultant for this project? Yes____ No____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type________ Total Travel Width________
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type________ Width Each Side________
(AC, Pug Cold Mix, Oil Mat) Total Top Width________

3. Grading & Drainage:
By County________ County Date of Completion________ By Contract________

4. Bottom Base Course:
By County________ County Date of Completion________ By Contract________
Has base design been given to County? Yes________ No________
Will it be furnished? Yes________ No________

5. Leveling Course:
By County________ County Date of Completion________ By Contract________

6. Binder Course:
By County________ County Date of Completion________ By Contract________

7. Traveled Surface & Shoulders:
By County________ County Date of Completion________ By Contract________

8. Clearing:
By County________ County Date of Completion________ By Contract________

9. Curbs:
Curbs Required? Yes________ No________
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs________

10. **Pedestrian Walkway & Bicycle Trails**
Are walkways or trails desired? Yes__________No__________
If answer is No, which of the following applies?
Contrary to public safety_________Cost excessive to need or use__________
Sparse population____________Area exempt from bike law_____________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired_________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________No___________
What type of separation from roadway will be used?_________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes__________No___________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No___________

12. Will replacement be by: County____________Contract____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes____ No____

26. Will detour be constructed & maintained by Contractor? Yes____ No____

27. Will County sign project outside work area during construction?
Yes____ No____

28. Will Contractor sign project outside work area during construction?
Yes____ No____

29. Should contract provide for permanent signing? Yes____ No____

30. Should State do permanent signing? Yes____ No____

31. Will traffic signals be required? Yes____ No____
If yes, give location and type desired____________

32. Is project contingent upon other factors? Yes____ No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain____________

Remarks re Section I:____________

II. BRIDGE PROJECT DATA

1. Name of river or stream Larch Creek

2. Name of bridge Larch Creek Bridge

3. Dimensions of existing bridge. Length 15 Roadway Width 16

4. Type of design and material used in existing bridge. Timber stringer

5. Location (please attach map with location marked):____________
Section 26 Township 2 South, Range 12 East, W.M.

6. Desired width of proposed bridge ~~24~~ Approx. length 24
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

20. **Guardrail:** Desired on approaches or connections: Yes_____ No__x__
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes__x__ No_____
Salvaged by Contractor for County? Yes_____ No__x__
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes__x__ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No________ Size___________
Company________________________________
b. Sanitary sewer mains: Yes________ No________ Size___________
Company________________________________
c. Storm sewer: Yes________ No________ Size___________
Company________________________________
d. Gas mains: Yes________ No________ Size___________
Company________________________________
e. Power lines: Yes________ No________ Size___________
Company________________________________
f. Telephone lines: Yes___x___ No________ Size___________
Company North-State Telephone Company, Dufur, Oregon
g. Other Utilities:________________________________

24. Does County wish provisions made for future utility attachment to structure? Yes___x___ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No___x___

26. Does County wish complete job of illumination in project?
Yes________ No___x___

27. Is project contingent upon other factors? Yes_______ No___x___
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ____

____

____

____

Remarks re Section II: ____

____

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III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes __x__ No ______
   By Consultant? Yes ______ No ______
   By County? Yes ______ No ______
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ______ No __x__

3. Construction plans and specifications to be prepared:
   By State? Yes __x__ No ______
   By Consultant? Yes ______ No ______
   By County? Yes ______ No ______

4. Does County desire center line to be permanently monumented as part of project? Yes ______ No __x__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ______ No __x__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

____

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____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum 60

2. Is any additional right-of-way needed? Yes_____ No x

3. Should State prepare options? Yes_____ No x

4. Should State negotiate & acquire right-of-way in behalf of County? Yes___ No x

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No x

6. Should material source site be included in right-of-way descriptions? Yes_____ No x

7. Is there any merchantable timber on right-of-way? Yes_____ No x

8. Will timber be reserved for owner? Yes_____ No x
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No x

10. Is a hearing necessary? Yes_____ No x
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No x
If yes, give type and name of utility company:_____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes x No_____
If yes, give type and name of utility company:_____

13. Are utilities on existing right-of-way by permit x or by franchise_____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No x
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes_____ No x

16. Name of Railroad_____

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ______________ (Left) ______________(Right)

19. Number of Trains: Passenger__________ Speed__________
Freight__________ Speed__________

20. Angle of Intersection:______________________________

21. Type of Existing Crossing: Grade ______
Overcrossing ______
Undercrossing ______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:______________________________
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:______________________________

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No__X__
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV______________________________
____
____

V. MATERIAL SOURCES DATA

1. Gravel ____________ Quarry ____________ Cinders ____________

2. Owner: County ______ State ______ Private ______ Other ______

3. Location: ____________ Section ______ Township ______ Range ______ W.M.

4. If County lease, what are royalty payments? ____________

5. Materials furnished by County: Borrow ______ Select Topping ______
   Base Course ______ Level Course ______ Mineral Agregates ______
   Location ____________
   Miscellaneous Items ____________

Remarks re Section V ____________

VI. FINANCIAL DATA

1. Estimated Cost: $ ____________

2. Available FAS Funds $ ____________

3. Does County wish advancement of future Federal funds? Yes ____ No ____
   Amount ____________

4. Date match money is available ____________

5. Will there be any 100% County money? Yes ______ No ______

6. Maximum amount of 100% County money available: $ ____________

7. Date County requests letting: ____________

Remarks re Section VI ____________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ____________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By ____________
County Judge ~~or County Chairman~~

By ____________
County Commissioner

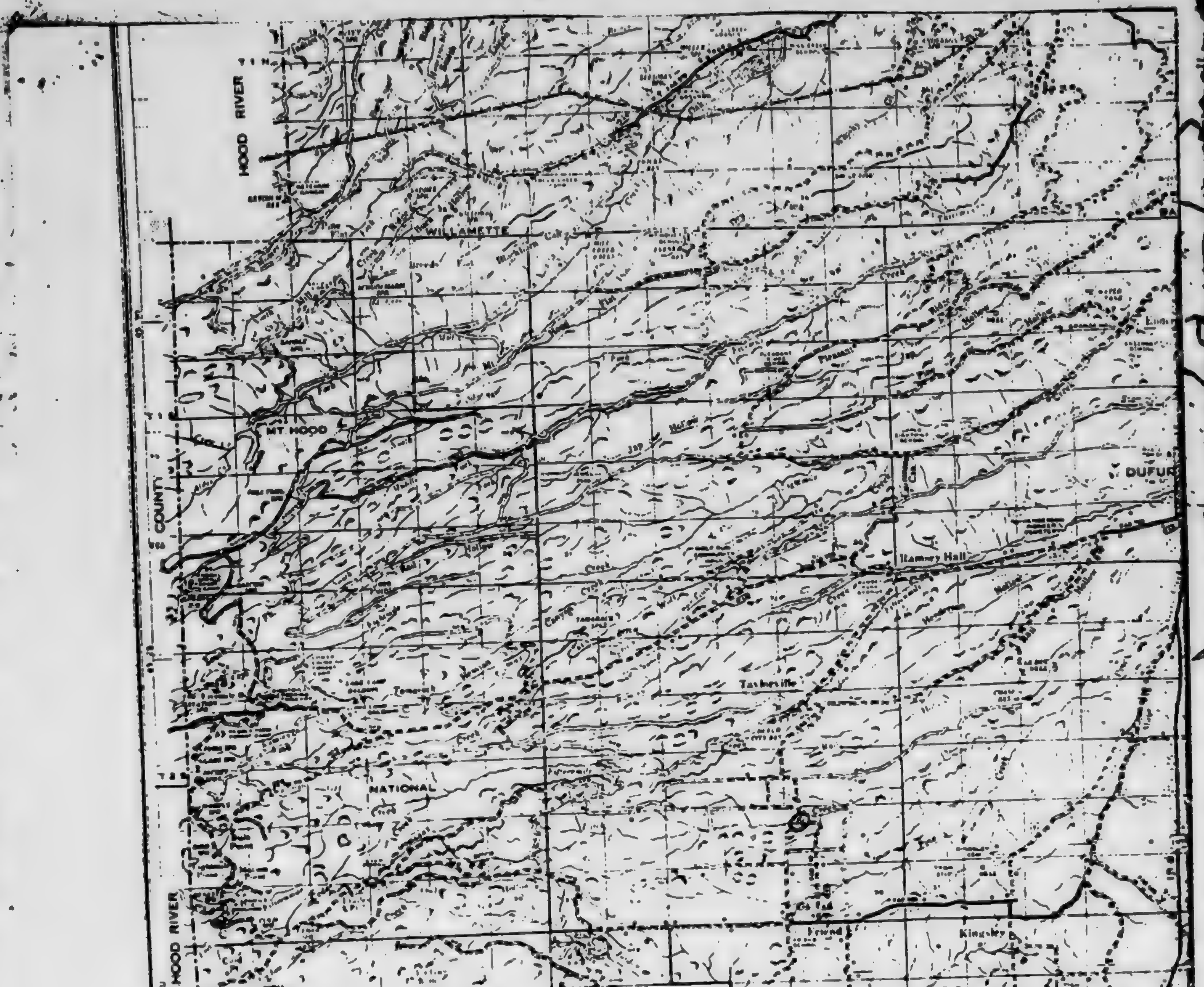
By ____________
County Commissioner

By ____________
County Engineer or Roadmaster

County Wasco
Date March 6, 1974

____
O.S.H.D. Field Engineer

Date 3-11-74



Copies of this map are available at nominal cost from Oregon State Highway Division Salem Oregon 97310

RECEIVED
COUNTY & CITY SECTION
MAR 8 - 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ BE ☐ RPE ☐

COUNTY ROAD ~~[illegible]~~ ER PROJECT REQUEST

Name of County Wasco FAS No. 709 Date 2/28/74
County Road Name Dufur Market Road
Section Name Ramsey Creek
Type of Project Bridge
Location of Project (Attach sketch map)
ADT 180 Design Speed 30

Is this request for county bridge design only? Yes ____ No ____
county FAS bridge design? Yes x No ____
Will County hire consultant for this project? Yes ____ No ____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ____ (AC, Pug Cold Mix, Penetration Mat) Total Travel Width ____

2. Shoulders: Type ____ (AC, Pug Cold Mix, Oil Mat) Width Each Side ____ Total Top Width ____

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.) ____
Width between curbs ____

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No__________
If answer is No, which of the following applies?
Contrary to public safety__________Cost excessive to need or use__________
Sparse population__________Area exempt from bike law__________
What is desired width of trail or walkway__________ft.
What type of surface treatment is desired__________
(PCC, AC, gravel, pug cold mix)

Will trail or walkway be contiguous to travel lane? Yes__________No__________
What type of separation from roadway will be used?__________
(curb, guardrail, painted line, median)

Will trail or walkway occupy both sides of roadway? Yes__________No__________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No__________

12. Will replacement be by: County__________Contract__________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes____ No____

26. Will detour be constructed & maintained by Contractor? Yes____ No____

27. Will County sign project outside work area during construction?
Yes____ No____

28. Will Contractor sign project outside work area during construction?
Yes____ No____

29. Should contract provide for permanent signing? Yes____ No____

30. Should State do permanent signing? Yes____ No____

31. Will traffic signals be required? Yes____ No____
If yes, give location and type desired____________________

32. Is project contingent upon other factors? Yes____ No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain____________________

Remarks re Section I:____________________

II. BRIDGE PROJECT DATA

1. Name of river or stream Ramsey Creek
2. Name of bridge No name
3. Dimensions of existing bridge. Length 19.6 Roadway Width 20
4. Type of design and material used in existing bridge. Timber stringer
5. Location (please attach map with location marked):
Section 36 Township 1 South Range 12 East, W.M.
6. Desired width of proposed bridge N/A Approx. length N/A
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes -- No --
Upstream ____ Downstream ____ Width ____

8. Does County wish a particular type of bridge design? Yes X No ____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) This request is for a concrete bottom between abutments with additional cutoff walls at upstream and downstream aprons.
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ____ No x
Explain ____

10. Foundation Testing: By County? Yes -- No --
By State? Yes -- No --

11. Will County close road during construction? Yes ____ No x

12. Can presently established road be used as detour? Yes -- No --

13. Must a new detour be constructed? Yes ____ No x

14. Will detour be constructed & maintained by County? Yes -- No --

15. Will detour be constructed & maintained by Contractor? Yes -- No --

16. Will County sign project outside work area during construction?
Yes ____ No x

17. Will Contractor sign project outside work area during construction?
Yes x No ____

18. Approaches or Connections by County Yes -- No --
by Contractor Yes -- No --
Traveled surface: Type Bit Width 22
Shoulder surface: Type Gravel Width 2
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes -- No --

N.W. quadrant distance from structure ____
N.E. quadrant distance from structure ____
S.W. quadrant distance from structure ____
S.E. quadrant distance from structure ____

20. **Guardrail:** Desired on approaches or connections: Yes_____ No__X__
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes__X__ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No______
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes__--__ No__--__
By Contractor? Yes__--__ No__--__

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No________ Size___________
Company____________________________________
b. Sanitary sewer mains: Yes________ No________ Size___________
Company____________________________________
c. Storm sewer: Yes________ No________ Size___________
Company____________________________________
d. Gas mains: Yes________ No________ Size___________
Company____________________________________
e. Power lines: Yes________ No________ Size___________
Company____________________________________
f. Telephone lines: Yes________ No________ Size___________
Company____________________________________
g. Other Utilities:____________________________________
____

24. Does County wish provisions made for future utility attachment to structure? Yes________ No__X____

25. Does County wish lightpost bases and conduit installed?
Yes________ No__x____

26. Does County wish complete job of illumination in project?
Yes________ No__x____

27. Is project contingent upon other factors? Yes_______ No__x____
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ______________________________

Remarks re Section II: Erosion has exposed bottom of footings. To prevent abutment destruction a concrete floor and cutoff walls should be poured as most economical method of preserving structure. Floor should be V shaped to some degree to permit fish passage at low water.

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes __x__ No ______
   By Consultant? Yes ______ No ______
   By County? Yes ______ No ______
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes __x__ No ______

3. Construction plans and specifications to be prepared:
   By State? Yes __x__ No ______
   By Consultant? Yes ______ No ______
   By County? Yes ______ No ______

4. Does County desire center line to be permanently monumented as part of project? Yes ______ No __x__

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ______ No __x__
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 60 Minimum 40

2. Is any additional right-of-way needed? Yes _____ No x

3. Should State prepare options? Yes _____ No x

4. Should State negotiate & acquire right-of-way in behalf of County? Yes _____ No x

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes _____ No x

6. Should material source site be included in right-of-way descriptions? Yes _____ No x

7. Is there any merchantable timber on right-of-way? Yes _____ No x

8. Will timber be reserved for owner? Yes _____ No x
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes _____ No x

10. Is a hearing necessary? Yes _____ No x
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes _____ No x
If yes, give type and name of utility company: _____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes x No _____
If yes, give type and name of utility company: North-State Telephone Company, Dufur, Oregon

13. Are utilities on existing right-of-way by permit x or
by franchise _____
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes _____ No x
If yes, give name of irrigation company or district _____
and dates between which water can be turned off: From _____
To _____

15. Are there any railroad crossings? Yes _____ No x

16. Name of Railroad _____

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger____________ Speed___________
Freight______________ Speed___________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ________________ Quarry________________ Cinders ________________

2. Owner: County______ State______ Private______ Other______

3. Location: ____________ Section______ Township__________Range________W.M.

4. If County lease, what are royalty payments?____________________________

5. Materials furnished by County: Borrow_______ Select Topping _______
   Base Course_______ Level Course_______ Mineral Agregates_______
   Location____
   Miscellaneous Items____________________________________

Remarks re Section V____
____

VI. FINANCIAL DATA

1. Estimated Cost: $_________________

2. Available FAS Funds $________________

3. Does County wish advancement of future Federal funds? Yes____No_____
   Amount__________________

4. Date match money is available________________________

5. Will there be any 100% County money? Yes______ No______

6. Maximum amount of 100% County money available: $______________

7. Date County requests letting:____________________

Remarks re Section VI____
____

UNUSUAL OR COMPLICATED CIRCUMSTANCES:_____________________________
____
____
____

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By________________
County Judge

By________________
County Commissioner

By________________
County Commissioner

By________________
County Engineer or Roadmaster

County Wasco
Date March 6, 1974

____
O.S.H.D. Field Engineer

Date 5-11-74

WILLAMETTE
HOOD
NATIONAL
FOREST
DUFUR
Boyd
197
Friend
Kingsley
RIDGE
TYGH
TYGH
R11E
R12E
R13E
R14E

RECEIVED
COUNTY & CITY SECTION
MAR 8 - 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ DE ☐ RPE ☐

COUNTY ROAD ~~[illegible]~~ ER PROJECT REQUEST

Name of County Wasco FAS No. 709 Date 2/28/74
County Road Name Dufur Market Road
Section Name 15 mile
Type of Project Bridge
Location of Project (Attach sketch map)
ADT 180 Design Speed

Is this request for county bridge design only? Yes____ No____
county FAS bridge design? Yes X No____
Will County hire consultant for this project? Yes____ No____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type____ Total Travel Width____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type____ Width Each Side____
(AC, Pug Cold Mix, Oil Mat) Total Top Width____

3. Grading & Drainage:
By County____ County Date of Completion____ By Contract____

4. Bottom Base Course:
By County____ County Date of Completion____ By Contract____
Has base design been given to County? Yes____ No____
Will it be furnished? Yes____ No____

5. Leveling Course:
By County____ County Date of Completion____ By Contract____

6. Binder Course:
By County____ County Date of Completion____ By Contract____

7. Traveled Surface & Shoulders:
By County____ County Date of Completion____ By Contract____

8. Clearing:
By County____ County Date of Completion____ By Contract____

9. Curbs:
Curbs Required? Yes____
Type Desired (rolled, exposur [illegible] nolithic, special county standard, etc.)
____
Width between curbs____

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________ No__________
If answer is No, which of the following applies?
Contrary to public safety__________ Cost excessive to need or use__________
Sparse population__________ Area exempt from bike law__________
What is desired width of trail or walkway__________ ft.
What type of surface treatment is desired__________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________ No__________
What type of separation from roadway will be used?__________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes__________ No__________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________ No__________

12. Will replacement be by: County__________ Contract__________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes_____ No_____

14. Will County adjust structure to additional width? Yes_____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____
By County__________ Contractor__________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No_____
By seeding and mulching Yes_____ No_____
By rock blanket Yes_____ No_____
(NOTE: where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ No_____

23. Can through traffic be detoured? Yes_____ No_____

24. Must new detour be constructed? Yes_____ No_____

25. Will detour be constructed and maintained by County? Yes____ No____

26. Will detour be constructed & maintained by Contractor? Yes____ No____

27. Will County sign project outside work area during construction?
Yes____ No____

28. Will Contractor sign project outside work area during construction?
Yes____ No____

29. Should contract provide for permanent signing? Yes____ No____

30. Should State do permanent signing? Yes____ No____

31. Will traffic signals be required? Yes____ No____
If yes, give location and type desired____________

32. Is project contingent upon other factors? Yes____ No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain____________

Remarks re Section I:____________

II. **BRIDGE PROJECT DATA**

1. Name of river or stream Fifteen Mile Creek
2. Name of bridge (Casey Bridge)
3. Dimensions of existing bridge. Length 46 Roadway Width 22
4. Type of design and material used in existing bridge. Timber stringer
5. Location (please attach map with location marked):
Section 6 Township 2 South, Range 13 East, W.M.
6. Desired width of proposed bridge 32 Approx. length 60
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes____ No x
Upstream____ Downstream____ Width____

8. Does County wish a particular type of bridge design? Yes x No____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Concrete

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes____ No x
Explain____

10. Foundation Testing: By County? Yes____ No____
By State? Yes x No____

11. Will County close road during construction? Yes____ No x

12. Can presently established road be used as detour? Yes____ No x

13. Must a new detour be constructed? Yes x No____

14. Will detour be constructed & maintained by County? Yes x No____

15. Will detour be constructed & maintained by Contractor? Yes____ No____

16. Will County sign project outside work area during construction?
Yes____ No x

17. Will Contractor sign project outside work area during construction?
Yes x No____

Engineer Report Says County agreeable to [illegible]

18. Approaches or Connections by County Yes ✓ No____
by Contractor Yes ~~x~~ No____
Traveled surface: Type Bit Width 24'
Shoulder surface: Type Gravel Width 4' (Schedule for 1974 construction)
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes____ No____

N.W. quadrant distance from structure____
N.E. quadrant distance from structure 1-70'
S.W. quadrant distance from structure____
S.E. quadrant distance from structure 1-110' and 1-170'

20. **Guardrail:** Desired on approaches or connections: Yes_X__ No_____
By County _______ Contractor__X____
Right side only? Yes__X___ No______
Both sides? Yes__X__ No______
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. **Existing Structure:** Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes__X___ No______
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes__X__ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No__X_____ Size__________
Company______________________________
b. Sanitary sewer mains: Yes________ No__X_____ Size__________
Company______________________________
c. Storm sewer: Yes________ No__X_____ Size__________
Company______________________________
d. Gas mains: Yes________ No__X_____ Size__________
Company______________________________
e. Power lines: Yes________ No__X_____ Size__________
Company______________________________
f. Telephone lines: Yes________ No__X_____ Size__________
Company______________________________
g. Other Utilities:______________________________

24. Does County wish provisions made for future utility attachment to structure? Yes__X____ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No__X_____

26. Does County wish complete job of illumination in project?
Yes________ No__X_____

27. Is project contingent upon other factors? Yes_______ No___X___
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ____

____

____

____

Remarks re Section II: ____

____

____

____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes x No ____
   By Consultant? Yes ____ No ____
   By County? Yes ____ No ____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes x No ____

3. Construction plans and specifications to be prepared:
   By State? Yes x No ____
   By Consultant? Yes ____ No ____
   By County? Yes ____ No ____

4. Does County desire center line to be permanently monumented as part of project? Yes ____ No x

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ____ No x
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

____

____

____

____

____

____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum __60__ Minimum __60__

2. Is any additional right-of-way needed? Yes____ No__x__

3. Should State prepare options? Yes____ No__x__

4. Should State negotiate & acquire right-of-way in behalf of County? Yes___ No__x__

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes____ No__x__

6. Should material source site be included in right-of-way descriptions? Yes____ No__x__

7. Is there any merchantable timber on right-of-way? Yes____ No__x__

8. Will timber be reserved for owner? Yes____ No__x__
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes____ No__x__

10. Is a hearing necessary? Yes____ No__x__
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes____ No__x__
If yes, give type and name of utility company:____________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes__x__ No____
If yes, give type and name of utility company: Dufur City water main and North-StateTelephone Company at Dufur, Oregon.

13. Are utilities on existing right-of-way by permit __x__ or by franchise______
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes____ No__x__
If yes, give name of irrigation company or district____________________
and dates between which water can be turned off: From______________
To________________

15. Are there any railroad crossings? Yes____ No__x__

16. Name of Railroad____

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: _______________ (Left) _________________(Right)

19. Number of Trains: Passenger___________ Speed__________
Freight_____________ Speed__________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes__x__ No_____
By County? Yes_____ No_____
By State at County expense? Yes__x__ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No__X__
By County? Yes__x__ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No__x__
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ______ Quarry ______ Cinders ______

2. Owner: County ______ State ______ Private ______ Other ______

3. Location: ______ Section ______ Township ______ Range ______ W.M.

4. If County lease, what are royalty payments? ______

5. Materials furnished by County: Borrow ______ Select Topping ______
Base Course ______ Level Course ______ Mineral Agregates ______
Location ______
Miscellaneous Items ______

Remarks re Section V ______

VI. FINANCIAL DATA

1. Estimated Cost: $ 84,000.00

2. Available FAS Funds $ ______

3. Does County wish advancement of future Federal funds? Yes ______ No ______
Amount ______

4. Date match money is available ______

5. Will there be any 100% County money? Yes ______ No ______

6. Maximum amount of 100% County money available: $ ______

7. Date County requests letting: ______

Remarks re Section VI ______

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By ______
County Judge ~~or County Chairman~~

By ______
County Commissioner

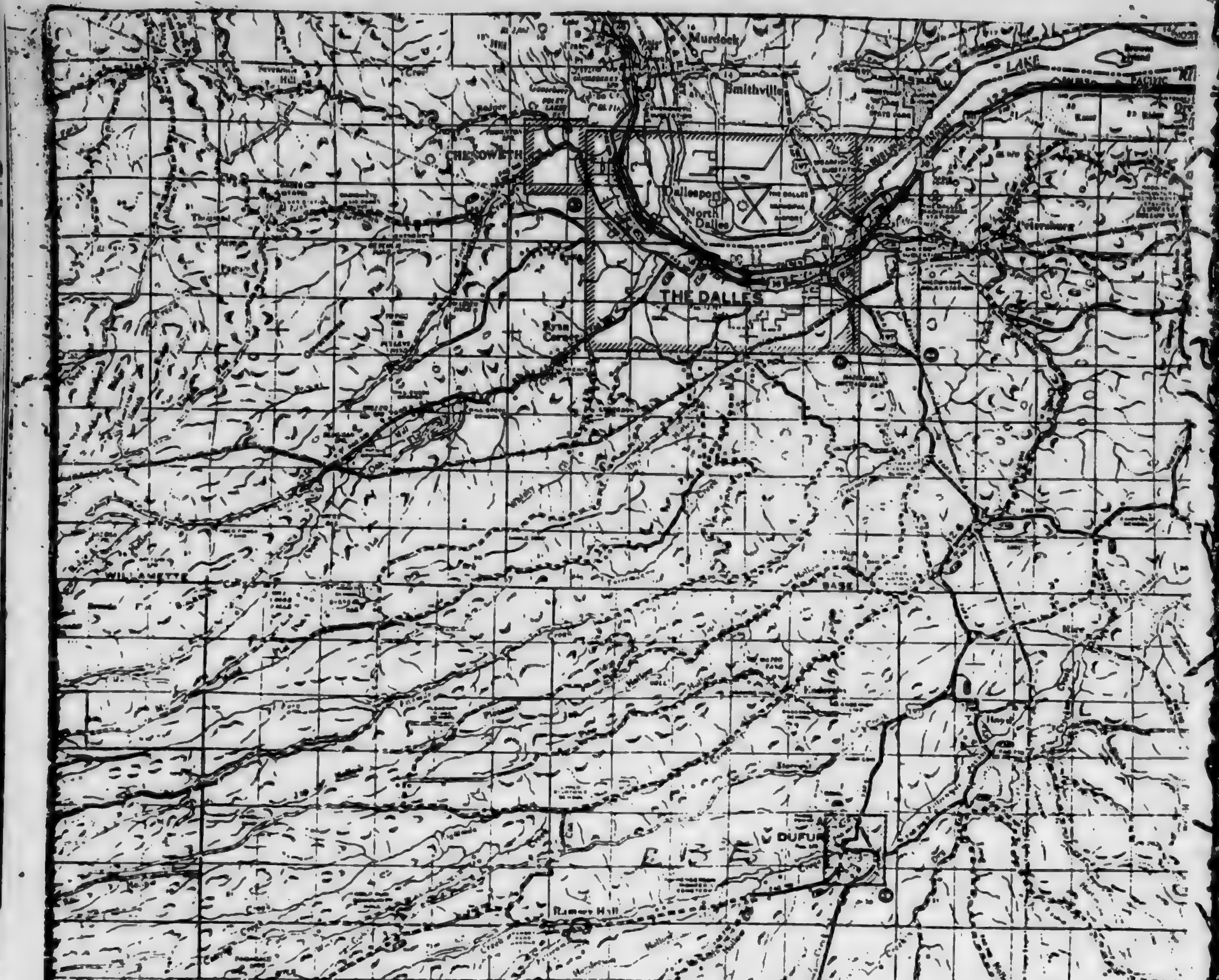
By ______
County Commissioner

By ______
County Engineer or Roadmaster

County Wasco
Date March 6, 1974

______
O.S.H.D. Field Engineer

Date 3-11-74


Murdock
Smithville
LAKE
PACIFIC
CHENOWETH
Dallesport
North Dalles
THE DALLES
Ryan Corner
WILLAMETTE
BASE
DUFUR
Ramsey Hill
Tackerville
ONAL
FOREST

U.S. DEPARTMENT OF TRANSPORTA
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION REPORT

REGION NO. 10	REPORT ON 1974 Storm Damage	DIVISION Oregon
DATE OF INSPECTION 3/4/74	INSPECTION MADE BY D. B. Carter, Area Engineer DBCarter	PROJECT NO. 409.1

IN COMPANY WITH
See Reports

REMARKS

WASCO COUNTY
County FAS

Tabulated below is a summary based on field inspections by Federal Highway Administration, State and Wasco County personnel of the estimated cost of repairing flood damage to county FAS roads within Wasco County which is in a part of the State which has been declared a disaster area as a result of the disaster starting on January 14 and continuing through January 21, 1974.

Site	Temp	Perm	Total
1. State Route 182 (FAS 314)	1,800	8,900	10,700
2. Dufur Market Road (FAS 709)	3,640	85,000	88,640
3. Heberlein Road (FAS 710)	2,000	34,000	36,000
4. Dufur Bypass (FAS 942)	600	900	1,500
5. Dufur Market Road (FAS 709)	-	4,000	4,000
6. Mill Creek Road (FAS 309)	2,300	12,600	14,900
7. Boyd Road (FAS 310)	500	4,100	4,600
8. Tygh Valley Bridge (FAS 311)	-	200,000	200,000
9. Fifteen Mile-Fairbanks (FAS 369)	300	4,900	5,200
	$11,140	$354,400	$365,540

In connection with PPM 90-2, I have reviewed the flood damaged sites in Wasco County and find the work to be such that a negative declaration should apply to all ER work to be done in Wasco County. All work involves replacement of highway facilities within existing right of way and necessary flood proofing.

It is recommended all nine repair sites submitted be approved.

3/11/74
I concur

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COUNTY & CITY SECTION
MAR 12 1974
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED ☆ GPO: 1970 O-387-254

Form 2-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Larch Creek Bridge- Heberlein Road (Site #6)

Date February 20 1974

Highway FAS 710

Authorization No. 6

County Wasco

Survey Prefix 533-1423-02 (Assigned by Salem office)

Description of termini, route, length, etc.: Larch Creek Bridge, located approximately 7½ miles on FAS 710 which joins Dufur Market Road. Proposed structure length- 24 feet.

MP 2.1

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COUNTY & CITY SECTION
MAR 22 1974
☑ ENGR. ☑ COOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Purpose of survey: Wasco County has requested plans be prepared for the replacement of a structure damaged by flood waters. Structure width to coincide with roadway width of 24 feet.

Estimate of cost:	Spec's	(921)	200
	Field Survey	(901)	= ~~$1,199.50~~ 2500
	Plans	(905)	200
	Bridge	(906)	2,000
	Soils	(910)	100
	Hydraul	(918)	500

E.R.

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 5,500
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Request made by:
Norman L. Oliva
Field Engineer
Norman L. Oliva

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Victor D Wolfe
Location Engineer

Approved:
Assistant State Highway Engineer

OFFICE ENGINEERING SECTION
P. E. APPR. ....
FED. AID E.R. STATE ....

SP*32604-731

Form 2-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section (Ramsey Creek Bridge) Dufur-Market Road (Site#3)
Highway FAS 709
County Wasco

Date February 20 1974
Authorization No. 3
Survey Prefix 533-1423-13 (Assigned by Salem office)

Description of termini, route, length, etc. Ramsey Creek Bridge, located approximately 5½ miles West of Dufur on the Dufur Market Road. This survey will only determine the length & width of a proposed concrete slab at the bottom of stream channel to protect the existing abutments.

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COUNTY & CITY SECTION
MAR 22 1974
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ OPE ☐ CE ☑ RE ☐ RPE ☐

Purpose of survey: Wasco County has requested plans to be prepared to construct floor slab, aprons & cut-off walls at the bottom to protect existing abutments from further erosion.

Estimate of cost:	Field Survey	(901)	= ~~$615.15~~ 1500
	Plans XXXXXXX	(906)	
	Bridge	(904)	2,000
	Soils	(910)	100
	Hydraul	(918)	500

E.R.

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 4,100
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Norman L. Oliva
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Victor D Wolfe
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23004-734

OFFICE ENGINEERING SECTION
P. E. APPR.
FED. AID ER STATE

Form 2-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section (Fifteen Mile Creek) Dufur Market Road (Site #1)

Highway FAS 709

County Wasco

Date February 20 1974

Authorization No. 1

Survey Proj. 533-14-23-01 (Assigned by Salem office)

Description of termini, route, length, etc.: Fifteen Mile Creek Bridge located approximately 5 miles west of Dufur on Dufur Market Road. Bridge length 50 feet.

RECEIVED
COUNTY & CITY SECTION
MAR 22 1974
☑ ENGR. ☑ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Purpose of survey: Wasco County has requested plans to be prepared to replace damaged structure due to flood waters. Structure to be designed to FAS Standard, (32 feet wide).

	Spec's	(921)	200
	Found Expl	(926)	500
Estimate of cost:	Field Survey	(901)	~~$1,456.40~~ 1500
	Plans	(905)	200
	Bridge	(906)	2,500
	Soils	(910)	100
	Hydraul	(918)	500

E.R.

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 5,500

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . ...

Total all authorizations approved (Salem) . . ..

Requests made by:

Norman L. Oliva
Norman L. Oliva Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*33604-734

OFFICE ENGINEERING SECTION

P. E. APPR. ....

FED. AID E.R. STATE ....

EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

Date of Inspection 2/8/74 **Disaster** 1974 **Applicant** Wasco County **Page**

Inspection Made By Carter, Kniesteadt, Oliva **Type of Work:** T - Temporary Emergency Work P - Pe

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COUNTY & CITY SECTION
MAR 12 1974
☐ ENGR. ☐ C&DR ☐ C ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Road Name	System	M.P.	Photo No.	Type Work	Description and/or Materials	Quantity	Unit	Unit Price	Cost	Remark
Dufur Market Road FAS 709 Site No. 5	County FAS	Ramsey Creek Crossing		P	Structural excavation	10	Cu.Yd.	$10.00	$ 100.00	The Ramsey Cree consists of a b structure with stringers and m abutments. Hig Ramsey Creek er stream bottom i vicinity of the exposing the ab foundations. I the most econom to correct the is to place a c bottom between in addition cut will be placed stream and down of the apron. of the apron wi pressed to prov adequate fish p Ramsey Creek. Regular contrac
					Foundation fill	20	" "	5.00	100.00	
					Concrete (including reinforcement)	30	" "	100.00	3,000.00	
									$ 3,200.00	
					Plus 20% engineer and contingencies				640.00	
									$ 3,840.00	
					Say $4,000.00					

...SECTION
MAR 12 1974
☐ ENGR. ☐ COOR. ☐ ..E ☐ RE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

Form FHWA-68

2/8/74 Disaster 1974 Applicant Wasco County Page 1 of 1

Carter, Kniesteadt, Oliva

Type of Work: T - Temporary Emergency Work P - Permanent Repairs

stem	M.P.	Photo No.	Type Work	Description and/or Materials	Quantity	Unit	Unit Price	Cost	Remarks
County FAS	Ramsey Creek Crossing		P	Structural excavation	10	Cu.Yd.	$10.00	$ 100.00	The Ramsey Creek Crossing consists of a bridge structure with timber stringers and masonry abutments. High water in Ramsey Creek eroded the stream bottom in the vicinity of the abutments exposing the abutment foundations. It appears the most economical method to correct the situation is to place a concrete bottom between the abutments, in addition cutoff walls will be placed at the upstream and downstream ends of the apron. The center of the apron will be depressed to provide for adequate fish passage in Ramsey Creek. Regular contract.
				Foundation fill	20	" "	5.00	100.00	
				Concrete (including reinforcement)	30	" "	100.00	3,000.00	
								$ 3,200.00	
				Plus 20% engineer and contingencies				640.00	
								$ 3,840.00	
				Say $4,000.00					

FAS 709

Ramsey Crk

Site No. 5 - Dufur Market Road, FAS 709

At the Ramsey Creek Crossing high water of Ramsey Creek has eroded around and under a portion of the bridge abutments. The bridge is a timber stringer structure on masonry abutments. The structure shows no apparent sign of settlement or distress and it appears the most economical method of repair is to place a concrete bottom between the abutments with cutoff walls at the upstream and downstream edges. The bridge has a span of approximately 20 feet. The slab will be designed to allow for fish passage.

The work will be done by regular contract.

SUMMARY

Temporary - 0 Permanent - $4,000

Photo #1 - Erosion to one abutment at the Ramsey Creek crossing. The other abutment is in similar condition.

EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

Date of Inspection 2/6/74 Disaster January, 1974 Applicant Wasco County Page

Inspection Made By Carter, Oliva, Newton, Kniesteadt Type of Work: T - Temporary Emergency Work P - P

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COUNTY & CITY SECTION
MAR 12 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Road Name	System	M.P.	Photo No.	Type Work	Description and/or Materials	Quantity	Unit	Unit Price	Cost	Remar
Dufur Market Road, FAS 709 Site No. 2	County FAS	Fifteen Mile Creek Crossing	2-1	T	Temporary crossing	1	L.S.	All reqd.	$ 3,640.00	Existing structu timber stringer long and 22' wid of Fifteen Mile washed out an ab scoured under an wall and damaged pier. This road County arterial. has plans to rec section within w bridge is locate a 32' finished t has provided a t crossing on the A downstream det is possible duri struction. A ne should be constr than attempting the existing str existing structu economically rep Regular contract
			2-2 2-3 2-4	P	Bridge slab type 60'x32'x ft $35.00**	1	L.S.	All reqd.	56,000.00	
					Slope protection	300	Cu.Yd.	$ 5.00	1,500.00	
					Detour construction	1	L.S.	All reqd.	3,000.00	
					Base surfacing	200	Cu.Yd.	$ 4.00	800.00	
					Bituminous mix	50	Ton	20.00	1,000.00	
					Remove and dispose of existing structure	1	L.S.	All reqd.	3,000.00	
									$65,300.00	
					Plus 20% engineer and contingencies				13,060.00	
									$78,360.00	
					Preliminary engineering				6,000.00	
									$84,360.00	
					SUMMARY					
					Temporary	$ 3,640.00				
					Permanent	78,360.00				
					Preliminary engin.	6,000.00				
					** Remote location					

Form FHWA-68

EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

2/6/74

Disaster January, 1974 Applicant Wasco County Page 1 of 1

arter, Oliva, Newton, Kniesteadt

Type of Work: T - Temporary Emergency Work P - Permanent Repairs

☐ UPE ☐ CE ☐ RE ☐ RPE ☐

M.P.	Photo No.	Type Work	Description and/or Materials	Quantity	Unit	Unit Price	Cost	Remarks
Fifteen Mile Creek Crossing	2-1	T	Temporary crossing	1	L.S.	All reqd.	$ 3,640.00	Existing structure is 3-span timber stringer bridge 46' long and 22' wide. High water of Fifteen Mile Creek has washed out an abutment, scoured under an upstream wing wall and damaged the first pier. This road is a principal County arterial. The County has plans to reconstruct the section within which the bridge is located this year to a 32' finished top. The County has provided a temporary crossing on the same alignment. A downstream detour crossing is possible during the reconstruction. A new structure should be constructed rather than attempting to rebuild the existing structure as the existing structure cannot be economically repaired. Regular contract.
	2-2 2-3 2-4	P	Bridge slab type ~~60~~ 50'x32'x $35.00**	1	L.S.	All reqd.	56,000.00	
			Slope protection	300	Cu.Yd.	$ 5.00	1,500.00	
			Detour construction	1	L.S.	All reqd.	3,000.00	
			Base surfacing	200	Cu.Yd.	$ 4.00	800.00	
			Bituminous mix	50	Ton	20.00	1,000.00	
			Remove and dispose of existing structure	1	L.S.	All reqd.	3,000.00	
							$65,300.00	
			Plus 20% engineer and contingencies				13,060.00	
							$78,360.00	
			Preliminary engineering				6,000.00	
							$84,360.0	

SUMMARY

Temporary	$ 3,640.00
Permanent	78,360.00
Preliminary engin.	6,000.00

** Remote location

FAS 709

15 Mile Crk

Site No. 2 - Dufur Market Road, FAS 709

At the Fifteen Mile Creek Crossing on the Dufur Market Road, high water of Fifteen Mile Creek has washed away the downstream abutment, scoured under and around an upstream retaining wall, torn away a post at bent #3, and scoured under the Bent 3 footing.

The Dufur Market Road is a principal county road which serves the local farming and ranching activity and also is the principal log haul route for logs coming from the adjacent forest areas. The route also serves as a school bus and mail route and is the primary access route tb the City of Dufur water supply. The County is in the final stage of preparation to reconstruct the section within which the bridge is located to a 32-ft. finished top. The present road is approximately 26 ft. wide.

The existing structure is a three-span timber stringer bridge 46 ft. long and 22 ft. wide. The intermediate bents are located on concrete foundations 1-2 feet below stream grade on gravel. The structure has been in service for a number of years and safely withstood the 1964 Flood. Repairs to the existing structure would be to remove the decking and stringers of spans 2 and 3, provide an adequate footing for bent 3, rebuild bent 3, remove the rubble at abutment 2, including the damaged retaining wall, and rebuild the same.

It appears to be more economical and advantageous to replace the structure than to m ake the above repairs. This is based on the work required to make the repairs and the advantages in removing the existing bents from the river channel. The new structure will be slightly longer and will be of concrete slab design and will have a clear span thus eliminating both bents form the stream channel. The new structure will be 32 ft. wide.

The County has placed a temporary structure over the ton of the existing bridge to open the road.

The permanent repairs will be made by regular contract with the State making the survey and preparing the plans.

Summary

Temporary	Permanent	Preliminary Engineering
3,640	79,000	6,000

Photo #1 - The temporary structure has been built over the top of the existing bridge. It is composed of steel stringers and timber decking. The temporary structure is posted for a 5-ton load limit.

Photo #2 - Looking through Bent #3 at Abutment #2. Abutment 2 has been washed away and large rock has been dumped to provide for a temporary approach.

Photo #3 - Looking toward the structure. Scour and erosion has occurred under and around the retaining wall.

EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

Date of Inspection 2/6/74 Disaster 1974 Applicant Wasco County

Inspection Made By Carter, Oliva, Newton, Kniesteadt

Type of Work: T - Temporary Emergency Work

Road Name	System	M.P.	Photo No.	Type Work	Description and/or Materials	Quantity	Unit	Unit Price	Cost	
Heberlein Road, FAS 710, Site No. 3	County FAS	2.0		T	Work required to open road	1	L. S.	All reqd.	$ 2,000.00	Culvert plu
				P	18" culvert	36	L. F.	$ 8.00	288.00	water to ru
					Base surfacing	425	Cu.Yd.	4.00	1,700.00	sulting in
					Dozer with grid roller	18	Hr.	20.00	160.00	and loss of
					Motor patrol	16	Hr.	12.00	192.00	Repair road culvert. C
		2.1		P	24'x24' slab bridge	1	L. S.	All reqd.	20,160.00	Larch Creek
					24'x24'x $35.00					High water washed out and materia
					Remove and dispose existing structure	1	L. S.	All reqd.	1,000.00	sills. Str span timber
					Embankment in place	800	Cu.Yd.	2.00	1,600.00	by 15' ~~long~~
					Base surfacing	100	Cu.Yd.	4.00	400.00	is 30' wide
					Slope protection material	100	Cu.Yd.	3.50	350.00	20'. The 2
					Plus 20% engineer and contingencies				5,170.00	for approxi The County
					Total Permanent				31,020.00	improve thi funds permi
					Preliminary Engineering				3,000.00	inspection indicated t the first r
									$34,020.00	Drift seems
					SUMMARY Temporary $ 2,000.00 Permanent 31,000.00 Preliminary 3,000.00					this. Good is in evide bridge open Grade shoul raised slig bridge site longer stru Estimate 24 indicates 2 be sufficie al width to County if a conditions contract.
Site No. 3										

RECEIVED
COUNTY & CITY SECTION
MAR 12 1974
☐ ENGR. ☐ COOR. ☐ GE ☐ RE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

Form FHWA-68

2/6/74

Disaster 1974

Applicant Wasco County

Page 1 of 1

Carter, Oliva, Newton, Kniesteadt

Type of Work: T - Temporary Emergency Work P - Permanent Repairs

em	M.P.	Photo No.	Type Work	Description and/or Materials	Quantity	Unit	Unit Price	Cost	Remarks
	2.0		T	Work required to open road	1	L. S.	All reqd.	$ 2,000.00	Culvert plugged causing water to run down road resulting in road washing out and loss of 18" culvert. Repair road and replace culvert. County forces.
			P	18" culvert	36	L. F.	$ 8.00	288.00	
				Base surfacing	425	Cu.Yd.	4.00	1,700.00	
				Dozer with grid roller	8	Hr.	20.00	160.00	
				Motor patrol	16	Hr.	12.00	192.00	
	2.1		P	24'x24' slab bridge	1	L. S.	All reqd.	20,160.00	Larch Creek Crossing High water in Larch Creek washed out bridge approaches and material under abutment sills. Structure is single span timber bridge 16' long by 15' ~~long~~ wide. South approach is 30' wide; north approach 20'. The 20' width extends for approximately ½ mile. The County intends to improve this section as funds permit. During this inspection the local rancher indicated this water was to the first rail height. Drift seems to substantiate this. Good foundation rock is in evidence. Present bridge opening 15'x2.5'. Grade should probably be raised slightly at the bridge site with slightly longer structure provided. Estimate 24' span. County indicates 24' width would be sufficient with additional width to be provided by County if and when traffic conditions warrant. Regular contract.
				24'x24'x $35.00					
				Remove and dispose existing structure	1	L. S.	All reqd.	1,000.00	
				Embankment in place	800	Cu.Yd.	2.00	1,600.00	
				Base surfacing	100	Cu.Yd.	4.00	400.00	
				Slope protection material	100	Cu.Yd.	3.50	350.00	
				Plus 20% engineer and contingencies				5,170.00	
						Total Permanent		31,020.00	
				Preliminary Engineering				3,000.00	
								$34,020.00	
				SUMMARY Temporary $ 2,000.00 Permanent 31,000.00 Preliminary 3,000.00					

RECEIVED
COUNTY & CITY SECTION
MAR 12 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ PE ☐ UE
☐ OPE ☐ CS ☐ RE ☐ RPE ☐

Heberlein Rd

PAS 710

Site No. 3 - Haberlein Road, FAS 710

This FAS Route extends from the Dufur Market Road, FAS 709, near Dufur to the townsite of Friend at the junction with FAS 565. Surfacing on the road varies from selected pit-run material to oil mat surfacing.

Damage on this route occurred at two locations. At MP 2.0 a culvert plugged causing water to run down the road to the next culvert which was an 18-inch cross drain. The cross drain failed to handle the flow causing the road to be washed out and the culvert was washed down below the fill and is considered to be damaged beyond repair. Repairs will consist of replacement of the eroded material and replacement of the 18-inch culvert.

At MP 2.1 high water in Larch Creek washed out the bridge approaches and material under the abutment sills. The structure is a single span timber stringer bridge 16 ft. wide. The existing structure has a waterway opening height of approximately 3 feet. It appears the opening is inadequate to handle the flow and provides very little room for drift passage. As a part of the repairs to this structure the structure should be raised several feet to allow for the passage of drift and debris and the span should be increased to provide for adequate waterway opening. Exposed rock is in evidence at the bridge site and the abutments can be of simple wall and footing design. The timber decking and stringers are in a satisfactory but marginal condition and should be replaced. This will also be necessitated by the increase in span length. The bridge will be built 24 ft. wide. The deck slab construction will allow for future widening. A wider structure is not required at this time. This width is agreeable with the County with additional width being provided by the County if and when traffic conditions warrent. The arterial bridge length will be based on the survey to be made by the State.

The work at MP 2.0 will be done by County forces. The work at MP 2.1 will be done under regular cobtract.

Summary

Temporary	Permanent	Preliminary Engineering
$2,000	5/ $21,000	$3,000

Photo #1 - MP 2.0 - Water crossed the road here. The lost 18-inch CMP has been replaced and sufficient temporary repairs including hauling pit-run material have been made to allow for traffic to pass. The culvert which plugged is located up around the curve in the road.

Photo #2 - MP 2.0 - At 18-inch CMP where water has run over fill and washed out the fill.

Photo #3 - Larch Creek crossing. Temporary approach
fill has been placed to open the road.

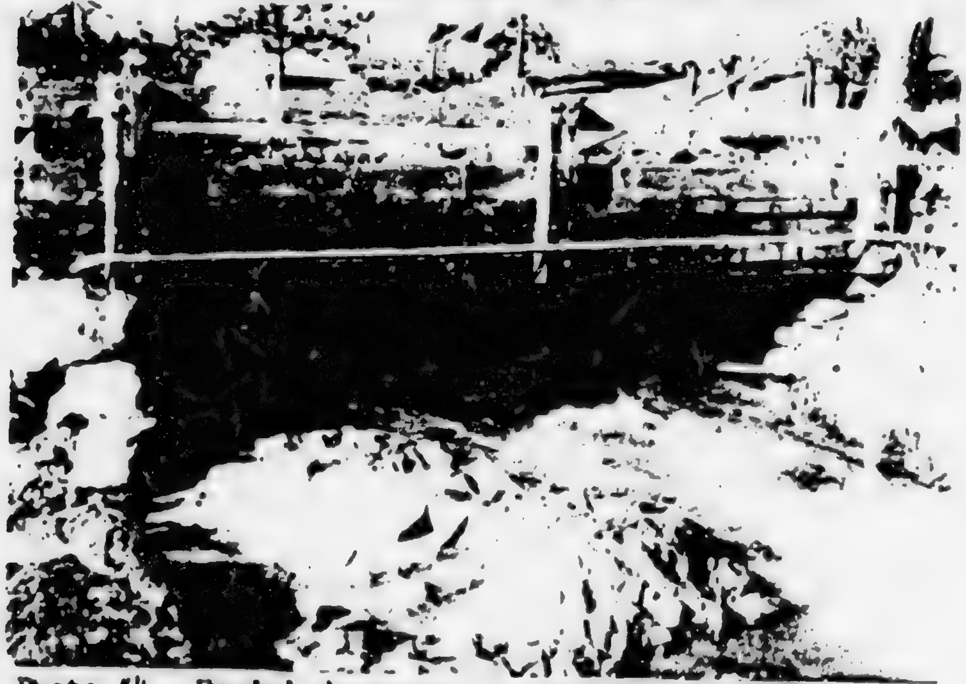

Photo #4 - Eroded abutments. Rocks have been placed
to prevent further erosion.

8058 S. Baker Intchg-Pleasant 1974
Valley Intchg. SE of Baker
(Grade, pave, guardrail, sign)

10-1

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Victor Atiyeh

April 16, 1979

RECEIVED
STATE HWY ENGR
APR 24 '79
REFER TO
FOR

FROM: C. T. Keasey
Asst. State Highway Engineer

TO: G. L. Green, Division Administrator
Federal Highway Administration

SUBJECT: Computation of A.C. Price Adjustments
Ref. No. HFO-OR/520.3

copy in each

Following is current status of seven projects referred to by your letter of March 30, 1979. You indicated final acceptance of these projects was being withheld for reasons related to the assessment of penalties for asphalt concrete incorporated in these projects:

FAP No.	Section	Contract No.
I-80N-7(44)306	S. Baker Int.-Pleasant Valley Int.	8058

The reduction in price for the non-spec. Class "E" mixture was covered by P.A. #13 and a copy sent to your office December 12, 1975. This was in accordance with our policy agreement at that time.

The reduction in price for the Class "C" mix was not based on the usual price assessment procedures, but on the estimated reduction in life of the mix. This became one of the items for which the contractor submitted a claim. The contractor's claim was finally denied in March, 1978, P.A. #15 processed and a copy sent to your office on May 12, 1978. The Materials Engineer's certification was received on October 6, 1978 and our request for project acceptance was sent to your office October 6, 1978.

It was believed that with the processing of P.A. #15 this project would meet with your acceptance. It was not our understanding a recomputed amount for P.A. #13 would be required. This has been done, however, and a copy sent to your office on April 4, 1979.

I-5-3(101)126	Winchester Int.-Garden Valley Blvd.	8251

The recomputed amounts for non-spec. A.C. mixtures was sent to your office on April 5, 1979. Acceptance was requested October 6, 1978.

I-5-2(81)77	Glendale Junction-N. Wolf Creek Int.	8190

The reduction in price on this project was computed in accordance with our

RECEIVED
APR 1[illegible] 1979

Form 81-734-3122 (Rev. 7-77)

March 1978 agreement. Therefore, there was not any difference in the recomputed amounts for the Class "B" or "C" mixture. The Class "E" A.C. was in substantial compliance with the specifications. An explanation was submitted to your office April 6, 1979. Acceptance had been requested August 27, 1978.

I-5-3(100)155 Anlauf Int.-Elkhead Road Int. 8184

The recomputed amounts was sent to your office April 9, 1979. Acceptance had been requested May 5, 1978.

I-5-2(80)100 Myrtle Creek-Canyonville 8146

Contract acceptance was first requested on March 2, 1977. At that time, your office notified us acceptance could not be made until all matters contained in the Final Inspection Report of February 16, 1977 were settled. Tom Lowe, Area Engineer, in that report recommended "that Federal participation be limited to an appropriate price reduction applied to the entire first days production. I concur in the price reduction already assessed for non-specification material subsequent to the first day of operation."

Other items, including guardrail and structure corrections and a suit by the Division of State Lands against the contractor and Norman B. Hess, a private landowner, were included in this report.

The second request for contract acceptance was made November 7, 1977. Acceptance effective November 11, 1977 was subject to crediting the project "for each day of production (including first day) when the majority of the material is non-specification."

November 16, 1977 a $909.01 reduction in price was recomputed in accordance with the stipulations contained in the Area Engineer's final report and request for contract acceptance. A copy of this reduction was not sent to your office, however, until May 5, 1978 upon Vince Tabor's request.

Project acceptance was requested April 26, 1978 following receipt of certification of materials from John Jenkins.

This was one of the three projects referred to in your letter of January 23, 1978 which started the series of meetings leading to our March 1978 letter of agreement.

We are willing to recompute the reduction in price in accordance with that agreement if you wish. This would substantially reduce the nonparticipating credit to the project.

JOP-95(3) Elk River-Port Orford 8325

Project acceptance was requested September 26, 1978. The recomputed reduction in price was made October 5, 1978 and a copy sent to your office. This adjustment is referred to in Tom Lowe's Final Acceptance Report dated October 4, 1978 along with his recommendation for acceptance.

F-10(1) **Gold Fish Farm-Lebanon** **8441**

The recomputed amount was sent to your office April 9, 1979. Project acceptance was requested September 27, 1978.

Efforts are being made to have the price adjustments recomputed and your office notified on a more timely basis.

In the March 1978 agreement, we did agree to recompute the price adjustments on all projects awarded prior to December 1, 1977. We do not believe the intent was to go back an infinite period of time and recompute adjustments on projects where acceptance has been delayed because of contractors' claims or other reasons not related to the A.C. mixtures. Particularly where the Area Engineer had recommended approval of the reduction based on the usual price assessment procedures in accordance with the agreed policy at that time. Consideration should be given to establishing a cut-off date before which the recomputed adjustments would not be required.

CTK:MDG:fr

cc: H. S. Coulter
Bob Church
John Jenkins

8058

2

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 4, 1979

FILE: CON 5 #8058

MDGlenn

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO FILE

SUBJECT: S. Baker Int.-Pleasant Valley Int.
FAP No. I-80N-7(44)306
Contract No. 8058
Recomputed P.A. for Non-Spec.
A.C. Mixtures

The price adjustment for non-spec. A.C. mixtures has been recomputed in accordance with our March 1978 agreement with the FHWA:

Bid Item	Amount P.A. #15	Recomputed Amount
#17 - Class "B" or "C" A.C. Mix	$24,751.47	$24,751.47

The reduction in price was based on the design equivalency of 1.95 determined by Jim Wilson, Materials Engineer. This amounted to a reduction of $0.27/ton. In accordance with our agreement, a recomputed reduction is not in order. This reduction has been subject to a claim dispute with the contractor.

Bid Item	Amount P.A. #13	Recomputed Amount
#18 - Class "E" A.C.	$ 1,627.57	$ 2,512.78

The difference in amounts is $885.21. The amount to be credited to the project on a nonparticipating basis is $442.60.

MDG:fr

Att.

cc: H. S. Coulter
FHWA/Att.
W. E. Schwartz
P. F. Burnett
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
APR 5 '79
REFER TO
FOR
Info Invest R/D O.R Sign Act File ☑

8057

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 5, 1978

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contract 8058

Gentlemen:

In accordance with you letter of September 28, 1978, $50,000.00 security deposit released on this project is being applied to your unallocated account.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

Form 734-3122 (Rev 7-77)

May 23, 1978

The Aetna Casualty & Surety Co.
Bond Department
200 S.W. Market St., Suite 1500
Portland, OR 97201

Gentlemen:

On May 22 we wrote to you concerning release of final payment on Contract No. 8058 awarded to Peter Kiewit Sons' Co. for work on the S. Baker Interchange-Pleasant Valley Interchange Section of the Old Oregon Trail in Baker County.

The total contract amount is $2,638,356.78 including $94,562.53 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Peter Kiewit Sons' Co.
215 South "V" Street
Vancouver, WA 98663

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Wendell Schwartz

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: May 18, 1978

FROM: RDChurch for
C. T. Keasey, Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8058, Work Completed 8-31-76

Project S. Baker Intchge.-Pleasant Valley Intchge.

Highway Old Oregon Trail

County Baker

Type of Work Grading, Paving, Guardrail, & Signing

Contractor Peter Kiewit Sons' Co.

Recommended Acceptance Date 5-16-78

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:pln

cc: Walter Hart
R. D. Church

Letter to surety
5-22-78

RECEIVED
STATE HWY ENGR
MAY 18'78
REFER TO
FOR
Info Invest R/D D/R Sign Act File

APPROVED
HS Coulter
STATE HIGHWAY ENGINEER
Date 5/19/78

61-125-1307

May 8, 1978

Kobin and Meyer
Attorneys at Law
610 S.W. Alder Street
Portland, OR 97205

Attention: John Spencer Stewart

Gentlemen:

This will acknowledge receipt of your letter of April 28, 1978, on behalf of Sealant Systems, Inc., with attached release of all claims by Madden Construction Supply Co., Inc., pertaining to Peter Kiewit Sons' Company Contract No. 8058 and Watson Asphalt Paving Company, Inc., Contract No. 8102.

This information will be noted in our records and we will advise the contractors and sureties of the release of all claims.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkm

cc Peter Kiewit Sons' Co.
The Aetna Casualty & Surety Co.
Watson Asphalt Paving Co., Inc.
Safeco Ins. Co. of America

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
(503) 223-1107

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART

LEO LEVENSON
OF COUNSEL

F. GORDON ALLEN
STEVEN MARK LEVY
DAVID R. TRACHTENBERG
JOSEPH A. YAZBECK, JR.
ELIZABETH YEATS

April 28, 1978

Mr. C.W. Head
Commission Services
Department of Transportation
Transportation Building
Salem OR 97310

RE: Oregon State Highway Division Contract
Numbers 8058 and 8102

Dear Mr. Head:

We are attorneys for Sealant Systems, Inc. and enclose herewith a Release of All Claims executed by Madden Construction Supply Co. dated October 13, 1977. We would appreciate your entering this satisfaction of claim on your records.

We understand that predicated upon this release, the Highway Department will release securities held for Peter Kiewit Sons' Co. on these projects.

Thank you.

Very truly yours,

KOBIN & MEYER

John Spencer Stewart

Enclosure
cc: C.M. Burdette

RECEIVED
MAY 1 - 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE OF ALL CLAIMS

FOR AND IN CONSIDERATION of the sum of $10,440.05, the undersigned does hereby release, discharge and exonerate PETER KIEWIT SONS CO., AETNA CASUALTY & SURETY CO., STATE OF OREGON DEPARTMENT OF TRANSPORTATION, SEALANT SYSTEMS, INC., UNITED PACIFIC INSURANCE COMPANY, their successors and assigns, of and from all claims, demand, causes of action and/or suits arising from any cause prior to the date of this release, including any claims relative to Oregon State Highway Division, Contract Nos. 8102 and 8058.

This Release represents a settlement by compromise and is not to be construed as an admission of any liability by SEALANT SYSTEMS, INC. and shall expressly bind the undersigned, its successors and assigns ~~and shall be binding upon the undersigned'~~s R.E.J. ~~supplier, WATSON BOWMAN,~~ R.E.J. and by execution hereof the undersigned represents that it has the authority to bind ~~not only~~ R.E.J. MADDEN CONSTRUCTION SUPPLY CO., INC., ~~but also WATSON BOWMAN~~ R.E.J..

Dated this 13th day of October, 1977.

MADDEN CONSTRUCTION SUPPLY CO., INC.

By Robert E Johnsen

State of Oregon)
) ss.
County of Multnomah)

Personally appeared Robert E. Johnsen who, being first duly sworn, did say that he is Vice President of Madden Construction Supply Co., Inc. and that he signed the foregoing Assignment by authority of its Board of Directors and that said instrument is his voluntary act and deed.

Dated this 13th day of October, 1977.

Before me:

Notary Public for Oregon
My commission expires: 4-1-81

RECEIVED
MAY 1 - 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE OF ALL CLAIMS

FOR AND IN CONSIDERATION of the sum of $10,440.05, the undersigned does hereby release, discharge and exonerate PETER KIEWIT SONS CO., AETNA CASUALTY & SURETY CO., STATE OF OREGON DEPARTMENT OF TRANSPORTATION, SEALANT SYSTEMS, INC., UNITED PACIFIC INSURANCE COMPANY, their successors and assigns, of and from all claims, demand, causes of action and/or suits arising from any cause prior to the date of this release, including any claims relative to Oregon State Highway Division, Contract Nos. 8102 and 8058.

This Release represents a settlement by compromise and is not to be construed as an admission of any liability by SEALANT SYSTEMS, INC. and shall expressly bind the undersigned, its successors and assigns ~~and shall be binding upon the undersigned's~~ R.E.J. ~~supplier, WATSON BOWMAN,~~ R.E.J. and by execution hereof the undersigned represents that it has the authority to bind R.E.J. ~~not only~~ MADDEN CONSTRUCTION SUPPLY CO., INC., R.E.J. ~~but also WATSON BOWMAN~~.

Dated this 13th day of October, 1977.

MADDEN CONSTRUCTION SUPPLY CO., INC.

By Robert E Johnsen

State of Oregon)
) ss.
County of Multnomah)

Personally appeared Robert E. Johnsen who, being first duly sworn, did say that he is Vice President of Madden Construction Supply Co., Inc. and that he signed the foregoing Assignment by authority of its Board of Directors and that said instrument is his voluntary act and deed.

Dated this 13th day of October, 1977.

Before me:

Notary Public for Oregon
My commission expires: 4-1-81

RECEIVED
MAY 1 - 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8058

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 2, 1977

Peter Kiewit Sons Co.
1000 Kiewit Plaza
Omaha, Nebraska 68131

Attention: Donald E. Baker
Treasurer

Re: All Contracts

The State Treasurer has issued safekeeping receipt 2426, dated April 25, 1977 covering your $1,140,000 in U.S. Treasury Bonds that mature on November 15, 1980. Future changes in the amount applied to various contracts will be handled by this office per project requirements and your direction when reductions are made or projects are finalled.

I would again like to suggest establishment of an unallocated account so that amounts applied to various projects will more truly reflect the amount deposited in lieu of retainage. Example: At the present time you have $1,044,000 deposited in lieu of retainage on contract 8413. The retainage on this project will probably not exceed $65,000, therefore $979,000 could be classified as unallocated and still applied to new contracts at your direction.

Security Summary:

Contract	Amount
8046	$ 10,000
8058	50,000
8119	25,000
8234	10,000
8250	1,000
8413	1,044,000
	$1,140,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

NOTED
C. W. HEAD

JJK:mm

cc: Oregon State Treasurer

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

8058

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

April 26, 1977

5190

FILED
APR 27 1977
NORMA PAULUS
SECRETARY OF STATE

Kobin & Meyer
Attorneys at Law
610 S.W. Alder Street, Suite 800
Portland, OR 97205

Attention: John Spencer Stewart

Gentlemen:

Reference is made to your letter of April 21 with attached Notice of Claim of Sealant Systems, Inc., stating that they have a claim for labor and materials performed under Subcontract Agreement with Peter Kiewit Sons' Co. in the amount of $14,663.56.

This appears to be in connection with the Peter Kiewit Sons' Co. Contract No. 8058, S. Baker Interchange-Pleasant Valley Interchange Section of the Old Oregon Trail in Baker County.

The Aetna Casualty & Surety Company furnished the bond on this contract. We will advise the surety and the principal contractor of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:dda

cc The Aetna Casualty & Surety Co.
Bond Department
200 S.W. Market St., Suite 1500
Portland, OR 97201

Peter Kiewit Sons' Co.
215 South "V" Street
Vancouver, WA 98663

RECEIVED
APR 29 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc Secretary of State ✓ Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG

LEO LEVENSON
OF COUNSEL

AREA CODE 503
223-1107

April 21, 1977

Mr. C. W. Head
Commission Services
Department of Transportation
State Highway Building
Salem, OR 97310

Re: Sealant Systems, Inc. - Peter Kiewit Sons
Contract OSHD No. 8058

Dear Mr. Head:

We are attorneys for Sealant Systems, Inc. and enclose original and one copy of Notice of Claim for filing in accordance with the provisions of ORS Ch 279.

Upon filing, we would appreciate your noting the date and time of filing of the original Notice of Claim on the copy which is enclosed and returning it to me in the enclosed stamped self-addressed enevelope. Thank you.

Very truly yours,

KOBIN & MEYER

John Spencer Stewart

JSS:yo
Enclosures

RECEIVED
APR 25 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO : DEPARTMENT OF TRANSPORTATION-OREGON STATE HIGHWAY DIVISION

NOTICE IS HEREBY GIVEN that the undersigned Sealant Systems, Inc. has a claim for labor and materials performed under its Subcontract Agreement with Peter Kiewit Sons' Co. in the sum of $ 14,663.56 against the bond taken from Peter Kiewit Sons' Co., as principal, and the Aetna Casualty & Surety Co., as surety, for that contract described as Old Oregon Trail, Baker County, South Baker Interchange-Pleasant Valley Interchange, involving grading, paving, guard rail and signing, OSHD Contract No. 8058, dated September 5, 1974.

SEALANT SYSTEMS, INC.

By Patrick A. [illegible]

RECEIVED
APR 25 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8058

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 6, 1977

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contracts 8119, 8250 and 8413.

In accordance with your letter of March 30, 1977, securities released on contract 8119 ($75,000) and contract 8250 ($9,000) have been transferred to contract 8413.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8046	$ 75,000	-0-	$ 75,000
8058	50,000	-0-	50,000
8119	100,000	(75,000)	25,000
8234	10,000	-0-	10,000
8250	10,000	(9,000)	1,000
8413	895,000	84,000	979,000
	$1,140,000	-0-	$1,140,000

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Oregon State Treasurer

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

1051 15

March 8, 1977

Mr. Richard Geary
Peter Kiewit Sons' Company
Post Office Box 1777
215 South "V" Street
Vancouver, WA 98663

Dear Mr. Geary:

S. Baker Interchange-Pleasant
Valley Interchange, Contract 8058

I have reviewed the available information concerning the A.C. aggregate and paving work on this project and your related claim. The meetings with your representatives and the exchange of letters on the claim seem to have adequately set forth the basis for the positions taken by both sides.

This was a Federal-Aid Interstate overlay project and the only reasonable and logical objective was to obtain a durable high quality pavement. I believe the specifications required this and the State people properly enforced them to that end. I must therefore concur in the earlier denial of your claim.

I have asked the Region Engineer to review the derivation of unresolved Price Agreement No. 15. If you feel it would be constructive to discuss it further, I suggest you contact the Region office accordingly.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
W. E. Schwartz
Robert Church

☐ RE ☐ RCE ☐ RBE ☐ RME
☑ ROE ☐
☐ RDE ☐
OCT 25 1976
RECEIVED
REGIONAL OFFICE

2nd cy (our orig attached)
kh

October 7, 1976
Baker, Oregon

Peter Kiewit Sons' Co.
P. O. Box 1635
Walla Walla, WN 99362

Subject: S. Baker Intchg. -
Pleasant Valley Intchg.
Contract 8058

Re: Briske Pit Material

Att: Norm McKibben
Area Manager

Dear Sir:

Enclosed please find "Price Agreement" number 15 for subject contract.

This agreement to cover use of non specification aggregate i.e. material out of broad band specification for Class "C" Asphaltic Concrete Mixture. Computations for the $0.27/ton penalty attached to this Price Agreement.

Please sign two copies of this agreement and return them to this office for further handling.

Very truly yours,

P. F. Burnett
Resident Engineer

cc: W. E. Schwartz, Region Engineer
Peter Kiewit Sons' Co., Vancouver, WN

ATTEN: John Bond - John Walker

This has been submitted to PKS for signature but has not been returned to date ([illegible])

Routing
2 Keasey K
Bond
Jackmond
Harwood
Johnson
Walker 1
Richards
Glenn
Berg
RECEIVED
OCT 26 1976
CONSTRUCTION
SECTION

OREGON STATE HIGHWAY DIVISION

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name S. Baker Intchg. - Pleasant Valley Intchg. **Date** October 7, 19 76

Highway Old Oregon Trail **Contract No.** 8058

County Baker **Prefix** 601-1080

Contractor Peter Kiewit Sons' Co. **F. A. Project No.** I80N-7(44)306

Address P. O. Box 1635, Walla Walla, Wn. 99362 **Price Agreement No.** 15

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Assessment of penalty for non specification Class "C" Asphaltic Concrete mix. Mix design out of broad band specifications

Locations by station numbers: Throughout limits of project

10-20-76
P.J.B.

Names of pay items, estimated quantities and agreed prices: 91,672.12

Penalty of 0.27/ton for ~~91,762.12~~ tons mix - 24,751.47 ~~$24,775.77~~

Net change in contract - 24,751.47 ~~$24,775.77~~

Specifications, basis of measurement and other provisions: Basis for penalty on design equivilancy - See attached sheet for computations

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$3,051,871.88	
Present estimate of project cost, including $ -24,775.77 for work under this order -24,751.47	$2,878,660.36	
Expected under-run ~~XXXXXXXX~~ (amount)	$ 173,211.52	
Expected under-run ~~over-run~~ (per cent)	5.7	

Space to right of this line is for use of Salem Office

Submitted by: P. F. Burnett, Resident Engineer

Signed Peter Kiewit Sons' Co. Contractor

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

March 2, 1977

Kobin & Meyer
Attorneys at Law
Suite 800
610 S.W. Alder Street
Portland, OR 97205

Attention: John Spencer Stewart

Gentlemen:

As requested in your recent letter, we are attaching a copy of the Peter Kiewit Sons' Co. contract and bond, Contract No. 8058 in Baker County.

This contract was completed on August 31, 1976, but has not yet been accepted by the State.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

Attachments

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
810 S. W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
MARK SILVERSTEIN
LEO LEVENSON
OF COUNSEL

AREA CODE 503
223-1107

February 24, 1977

Mr. Cecil Head
Secretary
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Oregon State Highway Department
Contract No. 8058 -- S. Baker -
Pleasant Valley Interchange

Dear Mr. Head:

We are attorneys for Sealant Systems, Inc. and would appreciate your furnishing us with a copy of the prime contract which was signed and filed, as well as a copy of the payment and performance bond posted by Peter Kiewit Sons' Co. and its payment and performance bond surety in connection with the referenced project. I also would appreciate your advising me when this project was accepted by the affirmative action of the Highway Division.

If there are any costs involved in providing this material, please enclose your billing with the requested documents, and we will remit promptly.

Very truly yours,

KOBIN & MEYER

John Spencer Stewart

RECEIVED

OTED
HEAD

8058

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 1, 1977

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe
Cashier

Re: Peter Kiewit Sons' Co.

We received Safekeeping receipts 2316 for $10,000, 2317 for $10,000 and 2318 for $120,000. There is no change in the amounts applied to the various contracts.

Security Summary:

Contract	Current Amount
8046	$ 75,000
8058	50,000
8119	100,000
8234	10,000
8250	10,000
8413	895,000
	$ 1,140,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Peter Kiewit Sons' Co.

bc: C.W. Head
R. Church
C.W. Barrett (Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 24, 1977

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, NE 68131

Attention: Donald E. Baker
Treasurer

Re: Contracts 8046 and 8119

In accordance with your letter of February 18, 1977 the excess deposits on contracts 8046 and 8119 are being transferred to contract 8413.

Securities Summary:

Contract	Prior Total	This Transaction	New Total
8046	$ 270,000	(195,000)	$ 75,000
8058	50,000	-0-	50,000
8119	250,000	(150,000)	100,000
8234	10,000	-0-	10,000
8250	10,000	-0-	10,000
8413	550,000	345,000	895,000
	$1,140,000		$1,140,000

Vernon E. Skoog
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Oregon State Treasurer, Merle Crowe,Cashier

bc: C.W. Head✓
R. Church
C.W. Barrett(Att.)

8058

1859

ROBERT W. STRAUB
GOVERNOR

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 20, 1977

Peter Kiewit Sons Company
One Thousand Kiewit Plaza
Omaha, Nebraska 68131

Re: Contracts 8058 and 8413

We have received State Treasury safekeeping receipts #2265 for $50,000 and #2266 for $45,000. These replace receipt #2155 for $95,000.

Total securities posted on these contracts are as follows:

8058	$ 50,000
8413	420,000

Vernon E. Skoog
Controller

By ______________________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Oregon State Treasurer
Attention: Merle Crowe,Cashier

bc: C.W. Head (Att)
R. Church
C.W. Barrett(Att.)

NOTED
C. W. HEAD

State of Oregon
Treasury Department

CLAY MYERS
State Treasurer

State Capitol
Salem, Oregon 97310

January 17, 1977

Peter Kiewit Sons Company
One Thousand Kiewit Plaza
Omaha, Neb. 68131

Gentlemen:

Per instructions from the Oregon State Highway Division, we have cancelled State Treasury safekeeping receipt No. 2155, dated October 7, 1976, in the amount of $95,000.00 United States Treasury Bonds, (3-1/2%) due November 15, 1980, credited to Highway contract No. 8058.

We have re-issued Treasury receipts Nos. 2265 and 2266, dated January 13, 1977, to replace the caneled receipt.

We have credited your account as follows:

Contract No.	Amount
8058	$50,000.00
8413	45,000.00
Total	$95,000.00

Very truly yours,

CLAY MYERS, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Janice Peterson

COPY

RECEIVED
JAN 17 [illegible]
[illegible] ACCOUNTING

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 2265

SAFEKEEPING RECEIPT

Received for Account of Peter Kiewit Sons Co.

Address One Thousand Kiewit Plaza
Omaha, Neb. 68131

Date Jan. 13, 1977

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
United States Treasury Bonds	3492	part	100,000	11	15	74	20,000.00
3½% Dated Oct. 3, 1960	8055/56	2	10,000	11	15	74	20,000.00
Due: Nov. 15, 1980	10163	1	10,000	11	15	74	10,000.00
							50,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No.8058

Authority ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

8058

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 3, 1977

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe
Cashier

Re: Peter Kiewit Sons' Co.
Contracts 8058 and 8413

Please transfer $45,000 in securities deposited in lieu of retainage on contract 8058 to our contract 8413 with Peter Kiewit Sons' Co. Your safekeeping receipt #2155 for $95,000 was issued on October 7, 1976 for the deposit on contract 8058.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8058	$95,000-	(45,000-)	$ 50,000
8413	375,000-	45,000-	420,000

Vernon E. Skoog
Controller

By ______________________
James J. Kinns
Contract Payments Executive

cc: Peter Kiewit Sons' Co.

bc: C.W. Head ✓
R. Church
C. Barrett

NOTED
C. W. HEAD

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884
One Thousand Kiewit Plaza
Omaha, Nebraska 68131

December 23, 1976

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Janice H. Peterson
Contract Payments Executive

Re: Contract 8058

In reply to your letter of December 17 regarding the reduction of retainage on Contract 8058, it would be appreciated if you would transfer all of the released securities ($45,000) to Contract 8413.

Very truly yours,

PETER KIEWIT SONS' CO.

Donald E. Baker
Treasurer

DEB:PC

RECEIVED
DEC 27 1976
CONTRACT ACCOUNTING

RECEIVED
[illegible] 27 1976
[illegible]

8058

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

December 17, 1976

Peter Kiewit Sons' Co.
One Thousand Kiewit Plaza
Omaha, Nebraska 68131

Attention: Donald E. Baker
Treasurer

Re: Contract 8058

Retainange requirements on our contract 8058 with your company have been reduced to $50,000. Presently you have $95,000 in U.S. Treasury bonds deposited in lieu of retainage on this contract.

If you wish, you may have the $45,000 in excess bonds returned to you or transferred to other contracts.

Vernon E. Skoog
Controller

By ______________________
Janice H. Peterson
Contract Payments Executive

JHP:mm

cc: C. Barrett
R. Church
C. Head

FORM 31-734-3331

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. Baker Intchg. - Pleasant Valley Intchg.

WEEK ENDING: December 4, 1976

SECTION PREFIX: 601-1080

HIGHWAY: Old Oregon Trail

COUNTY: Baker

NAME OF JOB: . Baker Int. - Pleasant Valley Int.

KIND OF WORK: Grading, Paving, Guardrail & Signing

CONTRACTOR: Peter Kiewit Sons' Co.

CONTRACT NUMBER: 8058

FEDERAL AID PROJECT NUMBER: I80N-7(44)306

DATE OF CONTRACT: September 5, 1974

DATE WORK STARTED: October 17, 1974

ESTIMATED COMPLETION DATE: November 26, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 300

CALENDAR DAYS USED 328½

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 110

PROJECT AUTHORIZATION: $3,051,871.88

EXCLUSIVE OF ENGINEERING: $2,834,849.88

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,649,205.94

ENGINEERING AUTHORIZATION $217,022.00

This week 375.00

ENGINEERING COST TO DATE $215,334.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: ~~XXXXXX~~ RUN 7.7%

PERCENT OF AUTHORIZATION 99 %

DATE PROJECT WAS COMPLETED: November 26, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.27	11.27			11.27
MILES PARTIALLY COMPLETED					
MILES COMPLETED	11.27	11.27			11.27
TOTAL ESTIMATED QUANTITIES (CONTRACT)	92,550 C.Y.	82,000 ton			120,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	81,740 C.Y.	68,213 ton			112,029 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	81,740 C.Y.	68,213 ton			112,029 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	0		
MONDAY	Fair	0		
TUESDAY	Clear	0		
WEDNESDAY	Clear	0		
THURSDAY	Clear	0		
FRIDAY	Clear	0		
SATURDAY	Clear	0		

Routing
RECEIVED
DEC 6 1976
CONSTRUCTION SECTION
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final sent to Region Tuesday November 30, 1976.

This will be last report.

SIGNED Jerry Heliman LOCATION Baker, OR

For P. F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

8058

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 5, 1976

Oregon State Treasurer
103 State Capitol Building
Salem, OR 97310

Attention: Merle Crowe

Re: Peter Kiewit Sons'
Contracts 8058 & 8413

Please transfer $35,000 in U.S. Treasury Bonds from our Contract 8058 with Peter Kiewit to Contract 8413 and cancel your safekeeping receipt 2128.

A retainage reduction on contract 8058 permits this transfer.

Vernon E. Skoog
Controller

By_________________________
Janice H. Peterson
Contract Payments Executive

cc: Peter Kiewit Sons Co.
Attention Donald E. Baker

bc: C.W. Head
R. Church
C. Barrett

8058

Files

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

5126

FILED
OCT 1 1976
CLAY MYERS
SECRETARY OF STATE

September 30, 1976

Mr. Jack R. Hannam
Attorney at Law
5015 S.W. 77th Avenue
Portland, OR 97225

NOTED ON
10-14-76

Dear Mr. Hannam:

This is to acknowledge receipt of your letter of September 28, 1976, advising that Sealant Systems, Inc., owes Madden Construction Supply Co., Inc., $11,400 for materials.

This appears to be in reference to the Peter Kiewit Sons' Co., Contract No. 8058, South Baker Interchange-Pleasant Valley Interchange Section in Baker County. This contract was completed on November 26, 1975, but has not yet been accepted.

The Aetna Casualty and Surety Company furnished the bond on this contract. We will advise the surety and principal contractor of the receipt of this claim letter. We will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

RECEIVED
OCT 4 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:fkn

cc The Aetna Casualty & Surety Co.
Peter Kiewit Sons' Co.
Walt Barrie
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

JACK R. HANNAM
ATTORNEY AT LAW
RALEIGH-SCHOOLS PROFESSIONAL BUILDING
5015 SW 77TH AVENUE
PORTLAND, OREGON 97225

PHONE: 292-9244
AREA CODE 503

RALEIGH HILLS - FRED MEYER CENTER
SW 77TH & SCHOLLS FERRY ROAD

September 28, 1976

Oregon State Department of Transportation
Office of Commission Services
121 State Highway Building
Salem, Oregon 97310

Attention Mr. Cecil Head

Re: Oregon State Highway Division
Contract No. 8058

Gentlemen:

Notice hereby is given that Madden Construction Supply Co., Inc. of Portland, Oregon has a claim for materials (steel extrusion and gland) it supplied to Sealant Systems, Inc. of Woodinville, Washington for construction on captioned contract. Claim is in the sum of $11,400 against the bond supplied by Aetna Casualty & Surety Company to Peter Kiewit Sons' Co. for construction of the South Baker-Pleasant Valley Interchange.

Very truly yours,

Jack R. Hannam

Jack R. Hannam
Attorney and Agent for
Madden Construction Supply Co., Inc.

JRH:db

cc: Mr. Walter Barrie
Peter Kiewit Sons' Co.
Madden Construction Supply Co., Inc.
Selant Systems, Inc.

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8058

P 1.

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 14, 1976

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Re: Peter Kiewit Sons
Contracts 8058 and 8413

Please transfer $40,000 from contract 8058 to contract 8413. This amount is part of $170,000 par value U.S. Treasury 3½% bonds for which safekeeping receipt 1391 was issued.

Vernon E. Skoog
Controller

by

Janice H Peterson
Contract Payments Executive

cc: Peter Kiewit Sons

bc: C.W. Head ✓
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

1.51

CON 5 #8058

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 7, 1976

Peter Kiewit Sons' Company
P.O. Box 1635
Walla Walla, WA 99362

Re: Baker Job No. 5063

Attn: Norman V. McKibben,
Area Manager

Gentlemen:

With reference to your June 1 letter to Mr. Coulter, if there are some overlooked facts or misinterpretation of facts on our part, we would certainly review the position taken on your request for time extension. The Resident Engineer prepared a good graph of the progress on major work items from September 2 to completion of the project and the manpower utilized on them. This graph is being returned to the Region 5 office and would be available for you to review. This breakdown by type of work segregates the activities of your subcontractors. We thought the "E" mix paving and the guard rail and median work (subcontracted items) were controlling the project completion.

The recommendation against the requested extension was unanimous on the part of the Resident Engineer, the Region and this office.

I assure you that we are still open-minded on the subject, however, and will gladly review it with you.

Very truly yours,

C. T. Keasey
Construction Engineer

By JB

John A. Bond
Construction Administration
Engineer

RECEIVED
STATE HWY ENGR
JUN 7 '76
REFER TO
FOR
Info Immed R/D D/R Sign Act File

JAB:fr

cc: H. S. Coulter
E. S. Hunter
W. E. Schwartz (w/enc.)
P. F. Burnett

NOTED
H.S. COULTER

Form 81-734-3139

15

NOTED
H. S. COULTER

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884

MAIN OFFICE: OMAHA, NEBR. 68131
1000 KIEWIT PLAZA

June 1, 1976

ADDRESS REPLY TO:
P.O. Box 1635
Walla Walla, WA 99362

Oregon State Highway Department
Highway Building
Salem, OR 97310

Re: Baker Job No. 5063

Attention: H. S. Coulter
Assistant State Highway Engineer

Dear Scott:

Reference your denial of time extension on Contract 8058 for extra work order No. 4, because the extra work ran concurrent with regular contract work.

Your people solicited a cost proposal from us on extra work order #4. We negotiated what we thought was a firm price with the project people and signed a change order. After our finishing machine, and other equipment, was shipped to the project site, we received notice the change order was denied in Salem and work was to be done on a force account basis.

In an effort to give the State a good project at an economical price, even on force account, we assigned our top project supervision to the bridge repair work. Even though we had other work going concurrently, we were directing our project management efforts toward extra work order #4. We never anticipated problems getting a time extension to offset the lack of concentration on our own work, nor did your project people anticipate a problem with an equitable time extension.

It would appear that if the same situation arose in the future we would be foolish if we did not weigh the merits of assigning top management to force account work at the expense of pushing our own contract toward an early completion.

Very truly yours,

PETER KIEWIT SONS' CO.

Norman V. McKibben /gmf
Norman V. McKibben
Area Manager

NVM:gmf

cc: Frank Burnett, OSHD, Baker
W. E. Schwartz, Region Engineer, La Grande
Vancouver
File
Job

RECEIVED
STATE HWY ENGR
JUN 3 '76
REFER TO
Kersey
FOR

cy ESH

May 18, 1976

Peter Kiewit Sons' Company
Post Office Box 1777
Vancouver, WA 98663

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 6058 for work on S. Baker-Pleasant Valley Interchange, Old Oregon Trail Highway in Baker County.

Careful consideration was given to the reason you submitted (Extra Work Order No. 4). In light of the available facts and provisions of the contract, we must deny this extension. Even though Extra Work Order No. 4 was a significant work item, it was done concurrent with regular contract work and other regular nonconflicting contract work remained to be performed.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
W. E. Schwartz
Robert Church

8.51

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Rusling
Keasey ✓ RECEIVED Richards
Bond
Jackmond MAY 25 1976 Glenn
Harwood Berg
Johnsen CONSTRUCTION
Walker SECTION

May 24, 1976

NOTED
H. S. COULTER

Re: S. Baker Interchange-Pleasant
Valley Interchange
Contract No. 8058
AC-Aggregate Claim

Peter Kiewit Sons' Co.
P. O. Box 1635
Walla Walla, WA 99362

Attention Norman V. McKibben

Gentlemen:

The Resident Engineer and Region staff have reviewed your letter WW-42 pertaining to the above matter. We think it would be appropriate to hold a meeting to discuss the items brought out in the last letters and determine for certain which items you wish to use for your basis of this claim.

Because of previous commitments, such a meeting could not be held before June 24. Let's try to set up the actual time and place about the first week in July.

As far as the Petroleum Escalation Claim, you should set that meeting up directly through Mr. Keasey's office as field people probably will not be involved. John Bond indicated they would be receptive to a meeting any time that could fit your and their schedule.

Sincerely,

W. E. Schwartz
Regional Engineer

By

Dale D Allen

Dale D. Allen
Regional Construction Engineer

DDA:sh

bc C. T. Keasey w/WW-42 & Burnett's letter of 5/4/76
J. E. Wilson " " " "

Form 81-734-3123 5-25 cc Coulter - For your info.

May 3, 1976

P.O. Box 1635
Walla Walla, WA 99362

Frank Burnett, Resident Engineer
Oregon State Highway Department
P.O. Box 821
Baker, OR 97814

Re: S. Baker-Pleasant Valley Intrchng
OSHD Contract 8058
Job No. 5063 - BAKER
CLAIM ON ASPHALT MIX DESIGN &
SUSPENSION OF WORK
Serial Letter #WW-42

Dear Sir:

Reference your letter of April 9, 1976, recommending denial of our claim on the Baker project.

Your letter did not address the second half of our claim (that portion filed under Serial Letter #WW-13, dated June 13, 1975, and described as claim number two in our letter #WW-18, dated August 4, 1975).

The States position on the first one half of our claim is that 18 qualifying tests were submitted and nine failed. The implication is that we should have realized when 50% of qualifying tests failed that we had problems.

The facts are as follows:

(1) We submitted aggregate samples for a mix design about May 1.

(2) We had several discussions near the end of May, 1975, as to whether Salem would get a mix design completed in time for our intended paving start on May 30. We were assured the design would be completed on time.

(3) On May 30, 1975, we were informed for the first time that Salem did not feel our aggregates were satisfactory for Class "C" pavement. This information was given verbally at a meeting at our project office between your Misters Pat Schwartz, Dale Allen, Frank Burnett, and Al. Vohland, and our Mrrs. Dick Geary, Norm McKibben add Dwaine Schubert.
We informed you at that time that we had already produced 139,000 tons of aggregate.

(4) The qualifying samples for the pit were submitted 9/18/74. The six samples for the pit area which we used were all approved. A seventh sample from an isolated area of the pit failed and that area of the pit was blocked off and not used.

RECEIVED
MAY 6 1976
P. F. BURNETT
Resident Engineer

At our prejob meeting on 10/10/74, it was agreed that the pit was acceptable based on samples submitted. (See your memo to file, dated October 10, 1974.)

At the time of our May 30, 1975, meeting at the jobsite, we had not received any tests marked other than "Does comply with specs".

Your attachment "A" to your letter of April 9, shows two tests dated 5/9/75 (tests 75-7007 and 75-7008) which showed "Does not comply with specs". Implication here is, we should have known early in our production run that you felt we were out of spec. In fact, these tests were only returned to the field on May 29, and they were not returned as failing. After our meeting of May 30, and after our notice of intent to file claim, we received a 6/16/75 supplement to the two tests which was marked "Does not comply".

The balance of the "failing tests" shown on attachment "A" of your April 9 letters were shown as 6/9/75 tests. In fact, Salem did not send data on these tests back to the field until 7/24/75. Since production of paving aggregate was completed at this time, these could hardly be called pit qualifying tests. It should also be noted that these tests pass all contract requirements, but are failed on an arbitrary allowance limit for friable particles.

If you wished a retained strength of 70% on your mix design, even though as outlined in our letter #WW-18, we do not feel this is a contract requirement, you should have followed the procedures outlined in your special provisions. Page 21 of the specials, paragraph 401.4 (B)(C) "Additives" - spells out clearly "antistripping additives required for strength retention shall be added to the mix as directed by the engineer".

Tests run by Northwest Testing Laboratories show that you could have chosen to use additives of 1% cement and would have met all of your lab requirements for retained strength, stability, and void ratio.

This data was forwarded by our letter #WW-15.

We wish to pursue this claim and request a meeting at the earliest possible date. It might expedite proceedings to schedule a meeting at Salem and we could discuss our request for Petroleum Escalation costs at the same time.

Very truly yours,

PETER KIEWIT SONS' CO.

Norman V. McKibben
Area Manager

NVM:gmf

cc: OSHD - 2
Vancouver
File

8058

May 18, 1976

Peter Kiewit Sons' Company
Post Office Box 1777
Vancouver, WA 98663

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8058 for work on S. Baker-Pleasant Valley Interchange, Old Oregon Trail Highway in Baker County.

Careful consideration was given to the reason you submitted (Extra Work Order No. 4). In light of the available facts and provisions of the contract, we must deny this extension. Even though Extra Work Order No. 4 was a significant work item, it was done concurrent with regular contract work and other regular nonconflicting contract work remained to be performed.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
W. E. Schwartz
Robert Church

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 12, 1976

FILE: CON 5 #8058

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: S. Baker-Pleasant Valley Int.
Contract No. 8058
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

Peter Kiewit Sons' Company requests a 26-day extension based on just Extra Work Order No. 4. This was an $80,000 order for structural bonded overlay on the twin Alder Creek structures and replaced some $9,000 of bid item membrane waterproofing. Some pertinent dates on this project are as follows:

Bids opened	8-29-74
Contract time started	9-23-74
Work started	10-17-74
"C" Mix paving (by Kiewit) completed	7-30-75
"E" Mix paving (by Baker Redi-Mix) started	8- 5-75
EWO 4 work started	9- 2-75
"E" Mix paving finished	9-26-75
EWO 4 finished	10-17-75
Time allowed (300 calendar workdays) elapsed	10-28-75
Project completed	11-26-75

28½ days liquidated damages at $300 per day = $8,550 retained.

I note that most of the major bid item quantities have actually underrun slightly; general ex. under 7½ percent, aggregate shoulders under 12 percent, AC under 7 percent, 2A guardrail over 2½ percent, concrete barrier under 3 percent. Both the Resident Engineer and Region office recommend against this time extension on the basis that even though EWO 4 was a significant late item, it was done concurrent with regular contract work and the regular contract guardrail and barrier continued on after EWO 4 was completed. The nature of EWO 4 work is such that it involved different equipment and personnel than the remainder of the work to be performed. The contractor in his December 30 letter tries to show that their shoulder work (presumably this is the shoulder aggregate) could have been completed September 26. This happens to be the day that all paving was completed, but the letter does not comment on all the guardrail and barrier work which would also have been left to do.

We concur in the recommendation to deny this request. This item will probably be subject to some further discussion with the contractor along with the large claim they have pending related to production of AC aggregate. Rough draft letter to the contractor is attached.

JAB:fr
Att.
cc: Robert Church

Form 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 12, 1976

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We concur in the recommendation to deny this request. This item will probably be subject to some further discussion with the contractor along with the large claim they have pending related to production of AC aggregate. Rough draft letter to the contractor is attached.

JAB:fr
Att.
cc: Robert Church

[illegible] (Rev.)

REGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date January 9, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 300 days to 326 days, within which to complete our Contract No. 8058, without the assessment of liquidated damages. The said contract is described as follows:
S. Baker Int-Pleasant Valley Int.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See letter WW-39 of December 30, 1975

Respectfully submitted,

Peter Kiewit Sons' Co.
Contractor

By Lyle D. Leach
Lyle D. Leach

CONSENT OF SURETY

Date January 19, 19 76

We, THE AETNA CASUALTY AND SURETY COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Harold J. Rondestvedt
Attorney-in-fact
Harold J. Rondestvedt

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8058 Contractor Peter Kiewit Son's Co.

Highway Old Oregon Trail

Section S. Baker Intchg. - Pleasant Valley Intchg.

Kind of Work Grading, Paving, Guardrail & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or XXXXXXXXXX The reasons for such recommendation are as follows:

Recommend that this time extension be denied. E.W.O. No. 4 was a significant late item, but it was done concurrent with the regular contract work and non-conflicting contract work remained.

Recommended for Approval:

Division Engineer

Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

Contract No. 8058

Project designation I-80N-7(44)306 State-Federal

Date awarded September 5, 1974

Work started October 17, 1974

Per cent completed 96% Date

No. of Workdays Allowed 300

No. of Workdays Used 324½

No. of Added Workdays Requested 26

[illegible]

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884

MAIN OFFICE: OMAHA, NEBR. 68131
1000 KIEWIT PLAZA

ADDRESS REPLY TO:
P.O. Box 1635
Walla Walla, WA 99362

December 30, 1975

Frank Burnett, Resident Engineer
Oregon State Highway Department
P.O. Box 821
Baker, OR 97814

Re: S. Baker-Pleasant Valley Intrchng
OSHD Contract 8058
Job No. 5063 - BAKER
TIME EXTENSION
Serial Letter #WW-39

EWO #40

Dear Sir:

Upon reviewing our time cards for the period September 2 thru October 21, 1975, we find that on nine days during this period more than 60% of our total labor force was working on EWO #4. On eleven additional days our field supervision spent more than 60% of their time either directly or indirectly involved with this work. This prevented expanding our operations during this period in order to finish the contract work before the completion date. This delay period covers 26 calendar work days.

Our operations were expended on September 22, after the first Alder Cr. overlay had been completed, and the shoulder work was completed on October 15. This covers a period of 24 calendar work days.

If our supervision had not been involved with EWO #4 we could have expanded our operations on September 2 and been completed with the shoulder work on September 26.

We therefore request a time extension of 26 calendar workdays.

Very truly yours,

PETER KIEWIT SONS' CO.

Joe Hall
Joe Hall
Area Estimator-Engineer

JH:gmf

cc: OSHD - 2
Vancouver
WW File

Received
1/5/76

P. F. BURNETT

NOTED: A. D. VOHLAND

8058

OREGON STATE
HIGHWAY DIVISION

P. O. Box 850
La Grande, Oregon 97850

Routing
2 Kenney
1 Bond
Jackmond
Harwood
Johnsen
3 Walker
RECEIVED
APR 13 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

Telephone 963-3177

April 9, 1976

Re: S. Baker-Interchange Pleasant
Valley Interchange Section
Old Oregon Trail Highway
Baker County
Contract No. 8058

Peter Kiewit Sons' Company
215 South "Y" Street
Vancouver, Washington 98663

Gentlemen:

This letter pertains to your serial letters WW-11 and WW-13 in which you requested additional compensation for the production of asphalt concrete on the above project.

Briefly stated, your claim is based on the following statements:

Source:	"We did extensive sampling prior to moving into the pit and it met all prequalification tests for quality and was approved as a material source."
Aggregates:	"Even if your retained strength test had been a part of the contract, the aggregates we have in stockpile would meet the minimum requirements..."
Asphalt Concrete Pavement:	"There is no requirement for retained strength, stability or friable particles under these specs."

State's Position:

Source: A summary of the source qualifying tests is attached to this letter and marked "Attachment A". There were 18 samples submitted between September 18, 1974, and June 9, 1975. Of these 18 source samples, 9 met the degradation and abrasion tests for coarse aggregate and 9 failed to meet the minimum degradation and abrasion tests.

RECEIVED

[illegible]

Office of
Assistant State Highway Engineer

Under "Remarks" on these 18 lab reports, there were 16 reports that contained one or more of the following comments. Only 2 reports indicated suitable aggregate with no problems.

> "...excess degradation sediment height, fine aggregate."
> "...excess dust coating on coarse aggregate."
> "...excess friable particles."
> "...soft material, clay lumps and dust coating to be removed during aggregate production."

You received copies of all these tests reports and were further advised in writing and meetings of the Highway Division's concern for the amount of effort that would be required during production to separate the suitable aggregate from the unsuitable aggregate. You were further reminded that Sections 106.02 and 106.03 of the Standard Specifications must be met. Section 106.02 states in part:

> "The approval of any source of supply by the engineer will not imply that all material from that source will be accepted, and should material from an approved source fail to maintain a quality meeting the requirements of the specifications, use of material from that source shall be discontinued, and the contractor shall furnish acceptable material from other sources.

Section 106.03 states:

> "With reference to borrow pits and to aggregate sources such as gravel deposits, quarries, quarry sites and other such areas or sources of materials, the contractor shall perform all development and operating items involved in obtaining and producing materials therefrom, including, but not necessarily limited to, the clearing and grubbing, removing of overburden, wasting and separating of unsuitable and unacceptable materials, the producing, screening, crushing and processing required to furnish materials specified for incorporation in the work..."

Aggregates: "Even if your retained strength test had been a part of the contract, the aggregates we have in stockpile would meet the minimum requirements."

This basis for a claim merely requires a finding of the facts. Our records show that on April 29, 1975 your crushing superintendent advised that you had elected to crush AC aggregate in three sizes as per Special Provisions 401.14 (B) subsections (a-3), (a-4), and (a-5). By going to three aggregate sizes, the Special Provisions (p. 20, (a-3) require approval of the engineer to determine if the three sizes, when blended, will comply with the specifications. On May 9, 1975 you had arrived at a tentative crushing band and blend for the three sizes. Samples of each size were submitted to the Salem lab on the following day, May 10, 1975 for approval of the proposed gradation, proposed blend, and to prepare a mix design. On May 29, 1975 the Materials Lab telephoned the resident engineer and advised that the nonspecification aggregate, which was submitted to them in three sizes on data sheet 9278, would not make a specification asphaltic concrete mixture, the reason being that the soft material and clay in the aggregate was breaking down and the aggregate had substantial dust coating. Lab design 75-8831 followed and confirmed this conversation and indicated that:

> ...both the coarse and fine aggregate are nonspecification
> ...at acceptable asphalt contents, either the stability, void content, or index of retained strength were below design minimums.

The mix design standards used by the Oregon State Highway Division Lab are in agreement with those used by other agencies.

Prior to submitting the above sample for a mix design there were thirteen aggregate samples submitted to the Salem Lab between May 6 and June 6, 1975. Twelve of these thirteen samples failed (92% failed). Attachment "B" is a list of these lab tests. These facts do not support your statement "...the aggregate we have in stockpile would meet the minimum requirements."

Asphaltic Concrete Pavement: You state "There is no requirement for retained strength, stability or friable particles..." for asphaltic concrete pavement.

Asphalt concrete pavement is addressed under subsection 403, page 23, Special Provisions. It states "Asphalt concrete pavement shall be constructed in conformance with Section 403 of the Standard Specifications...".

Section 403 of the Standard Specifications, page 211, under subsection 403.12 Materials-General, states that "The materials and their use shall conform to requirements of subsection 401.11 through 401.16". Subsection 401.14 is one of these subsections and specifies that aggregates for asphalt concrete shall meet the requirements of subsection 703.08. Subsection 703.08 explains the requirements for aggregate production mix proportions, mix formula, aggregate quality, aggregate grading and fracture.

The Special Provisions, 401.14 (B), supplemented and/or modified subsection 401.14 as far as the production and stockpiling of aggregates for plants without screens. (They did not delete subsection 401.14) Specifically, the Special Provisions supplemented and/or modified 703.08 of Standard Specifications as follows:

(Keasey: I didn't underline this on PKS copy but it may be a very important statement to support our position. Namely the specials are talking about "aggregates" not "AC mix." DA [p19 (Specials)]

703.08 (a) - General: Not modified or supplemented.

703.08 (b) - Coarse Aggregate: Not modified or supplemented.

703.08 (b-1) - Durability: The Specials change "coarse aggregates" to "the aggregates" to include fine aggregates.

703.08 (b-2) - Fracture of Gravel: Supplemented by adding 90% fracture on Class "E".

703.08 (b-3) - Grading: Major supplement and modification for plants without screens.

703.08 (c) - Fine Aggregate: Modified the grading requirements for plants without screens.

Section 403 of the Standard Specifications refers to subsections 401.11 and 401.12. We point this out to establish that the State reserves that right to design the "mix formula". The details on how the Material Lab performs this design, and/or what tests they conduct are only limited to the best general practice and to recognized and accepted AASHO and Oregon standard testing procedures.

In the above specifications and Special Provisions, the retained strength is specifically referred to in the Standard Specifications, Section 703.08 (a) and also in the specials on Page 21 (c). Stability is a recognized test in preparing the job mix formula (subsections 401.11 and 401.12) and also a portion of the testing required to obtain the engineer's approval on page 20 (a-3) of the Special Provisions. Adequate stability is required to prevent pavement shoving and rutting at the required asphalt content. With sufficient asphalt content to satisfy the specified 70% minimum index of retained strength, and to provide sufficient asphalt film thickness for pavement durability, the asphalt mix stability was well below the design minimum.

In the Standard Specifications, Section 703.08(b) Coarse Aggregate - requires that these coarse aggregates shall be free from flat, elongated, soft or disintegrated pieces and other extraneous matter either in a free state or as coating on the stone.

Section 703.08(c) Fine Aggregate - requires that these fine aggregates shall be free of clay, loam, vegetable matter and other extraneous matter occurring either free or as a coating on the particles.

In order to establish whether either the coarse or fine aggregates meet the stated requirements, it is necessary to subject them to testing which shows the presence or non-presence of the deleterious materials. One test used to determine this is a Standard Method of Test for "Clay Lumps and Friable Particles in Aggregates" AASHTO Designation T-112.

Conclusion: It is the recommendation of the Construction Section, Region Office and Resident Engineer that the contractor must assume all the additional cost required to produce specification asphalt concrete for this project.

If you wish to pursue this claim, we would suggest you furnish us a letter explaining your position on the above items and a meeting can be arranged.

Sincerely,

W. E. Schwartz
Regional Engineer

By Dale D Allen

Dale D. Allen
Regional Construction Engineer

DDA:je
Attachments

cc: C. T. Keasey ✓
J. C. Jenkins
P. F. Burnett

ATTACHMENT "A"

Salem Lab Tests
Source Samples
For Base, Shoulder & AC
September 18, 1974 to June 9, 1975

Lab No.	Date	Does/Does Not Comply with Specs	Remarks
74-19527	9/18/74	Does Not	Excess degradation sediment height. Excess dust coating on coarse aggregate for asphalt concrete
74-19528	9/18/74	Does	For degradation and abrasion
74-19529	9/18/74	Does	For coarse agg. degradation & abrasion. Excess degradation of fine agg. Excess dust coating of coarse agg. for AC.
74-19530	9/18/74	Does	For degradation & abrasion. Excess dust coating of coarse agg. for AC
74-19531	9/18/74	Does	For coarse agg. degradation & abrasion. Excess degradation sediment height of fine agg. Excess dust coating of coarse agg.
74-19532	9/18/74	Does	For coarse agg. degradation & abrasion. Excess degradation sediment height of fine agg. Excess dust coating of coarse agg.
74-19533	9/18/74	Does	For coarse agg. degradation & abrasion. Excess degradation sediment height of fine agg. Excess dust coating of coarse agg.
75-7005	5/9/75	Does	For abrasion & degradation. Soft material, clay lumps & dust coating to be removed during agg. production.
75-7006	5/9/75	Does	For abrasion & degradation. Soft material, clay lumps & dust coating to be removed during agg. production.
75-7007	5/9/75	Does not	Excess degradation
75-7008	5/9/75	Does not	Excess degradation
75-9405	6/6/75	Does not	Excess Friable particles
75-9537	6/9/75	Does not	Excess Friable particles
75-9538	6/9/75	Does not	Excess Friable particles
75-9539	6/9/75	Does not	Excess Friable particles
75-9540	6/9/75	Does	(No remarks)
75-9541	6/9/75	Does not	Excess Friable particles
75-1942	6/9/75	Does not	Excess Friable particles

ATTACHMENT "B"

Salem Lab Tests
May 7, 1975 - June 3, 1975
Class "C" AC Aggregate

Lab No.	Date	Size	Mat'l Does/Does Not Comply with Specs	Remarks
6664	5/7	½-¼	Does Not	Check Sample-Deficient fracture Excess soft & clay material
6965	5/9	½-¼	Does Not	Excess P. ¼"- Excess soft and clay material.
8110	5/23	½-¼	Does Not	Excess friable particles or soft material
8255	5/27	½-¼	Does Not	Excess friable particles or soft material
8894	5/30	½-¼	Does Not	Excess friable particles #4-16
6665	5/7	¼-10	Does Not	AASHTO T112 Friable Particle Test results indicate excess clay material; (Sect. 703.08-C)
6966	5/9	¼-10	Does Not	AASHTO T112 Friable Particle Test results indicate excess clay material (Sect. 703.08-C)
8256	5/27	¼-10	Does Not	Excess Friable Particles or clay lumps
9592	6/3	¼-10	Does Not	Excess Friable Particles
6666	5/7	¼-0	Does Not	AASHTO T112 Friable Particle Test results indicate excess clay material (Sect. 703.08-C)
6967	5/9	¼-0	Does Not	AASHTO T112 Friable Particle Test results indicate excess clay material (Sect. 703.08-C)
8478	5/30	¼-0	Does	
8895	5/30	¼-0	Does Not	

8c-1

Form 81.736.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 12, 1976

FILE: CON 5 #8058

NOTED
H. S. COULTER

FROM: John [illegible] Bond
Construction Administration Engineer

TO: Dale D. Allen
Regional Construction Engineer

SUBJECT: S. Baker Int.-Pleasant Valley Int.
Contract No. 8058
A.C. Claim

We have reviewed your November 10 letter and attachments and comment as follows: The essence of the contractor's basis of claim is two simple statements -

1. "There is no requirement for retained strength stability or friable particles under these specs."
2. "Even if your retained strength test had been a part of the contract, the aggregates we have in stockpile would meet the minimum requirement."

The second part requires merely a finding of the facts. There is a physical record of the testing and that record and the way the tests were compiled are actual happenings that can be established. I believe the more basic question on this claim is the first one. The vital specifications sections are 401.14 which consists of only one sentence in the Standard Specifications and 703.08 to which it refers. The Standard Specifications were written before the advent of the dryer-drum mixing plants. Basically the special provisions were written to expand the specifications to cover this additional process.

The key statement in the special provisions is on page 19 at the very beginning of section 401 where the words "supplemented and/or modified" are sued. One dictionary definition of these words is as follows: Supplement - "To fill up or supply by additions; to add something to; to fill the deficiencies of"; Modify - "To limit, qualify, to change somewhat the form or qualities of; to alter somewhat."

Considering the reason for having the special provisions at all, these seem to be the proper words to use. I can't think of any better way to express what this specification was trying to do. It then follows that section 703.08 standard specification is a part of our contract. Incidentally one finds these same words "supplemented and/or modified" under several other special provisions, such as section 603, culverts; section 604, manholes and inlets; section 606, guardrail and barriers; section 620, riprap, and others.

It is interesting to note that subparagraph (c), additives (page 21) says anti-stripping additives required for strength retention shall be added to the mix as directed by the engineer. This surely leads one in the direction that there is a retained strength requirement in the contract.

RECEIVED
JAN 13 1976
Office of
Assistant State Highway Engineer

I conclude the contractor's position is that special provision 401.14(A) specifically refers to subsection 703.08 of the standard specs., whereas the (B) paragraph which follows (and relates to the dryer-drum process) does not repeat the specific reference to 703.08. The fact remains this occurs only under a general section which indicates "supplemented and/or modified". In a broader sense, it seems unreasonable that an experienced contractor such as Kiewit should conclude that somehow the use of a mixing plant which does not have screens would negate the necessity for other long standing A.C. aggregate quality requirements. This would surely be true where we were not specifying a mandatory source. The source actually used on this project was the contractor's choice.

The contractor appears to be taking a stand that the specifications covering aggregates (both coarse and fine) for a mixing plant which does not have plant screens does not specifically state that the aggregates shall be free from soft or disintegrated material, clay loam, vegetable matter or other extraneous matter either in a free state or as a coating on the stone and for that reason he has the right and license to furnish aggregates containing these undesirable, out-of-spec, extraneous materials.

It is our opinion that this contention does not have much validity for the following reasons:

1. It appears that the contractor does acknowledge that the above specs are included in the specification for plants with screens. If it were intended to treat drum-dryer plants differently in this respect, the specification would have clearly said so.

2. Subsection 403.01 of the standard specifications reads in part as follows:

> "Asphalt concrete is a hot mixture of asphalt cement; well graded, high quality aggregate; mineral filler and additives as required; plant mixed into a uniformly coated mass, hot laid on a prepared foundation and compacted to specified density."

3. Subsections 703.07 and 703.12 of the standard specifications specify that aggregates shall be crushed gravel or crushed rock. Webster's New International Dictionary defines aggregates as "Any hard, inert material for mixing in graduated fragments with a cementing material to form concrete, plaster or the like."

4. The last two paragraphs of Subsection 105.04 of the Standard Specifications read as follows:

> "The apparent silence of the specifications and plans as to any detail, or the apparent omission from them of a detailed description concerning any point, shall be regarded as meaning that only the best general practice is to prevail and that only material and workmanship of first quality is to be used.

I conclude the contractor's position is that special provision 401.14(A) specifically refers to subsection 703.08 of the standard specs., whereas the (B) paragraph which follows (and relates to the dryer-drum process) does not repeat the specific reference to 703.08. The fact remains this occurs only under a general section which indicates "supplemented and/or modified". In a broader sense, it seems unreasonable that an experienced contractor such as Kiewit should conclude that somehow the use of a mixing plant which does not have screens would negate the necessity for other long standing A.C. aggregate quality requirements. This would surely be true where we were not specifying a mandatory source. The source actually used on this project was the contractor's choice.

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1. It appears that the contractor does acknowledge that the above specs are included in the specification for plants with screens. If it were intended to treat drum-dryer plants differently in this respect, the specification would have clearly said so.

2. Subsection 403.01 of the standard specifications reads in part as follows:

> "Asphalt concrete is a hot mixture of asphalt cement; well graded, high quality aggregate; mineral filler and additives as required; plant mixed into a uniformly coated mass, hot laid on a prepared foundation and compacted to specified density."

3. Subsections 703.07 and 703.12 of the standard specifications specify that aggregates shall be crushed gravel or crushed rock. Webster's New International Dictionary defines aggregates as "Any hard, inert material for mixing in graduated fragments with a cementing material to form concrete, plaster or the like."

4. The last two paragraphs of Subsection 105.04 of the Standard Specifications read as follows:

> "The apparent silence of the specifications and plans as to any detail, or the apparent omission from them of a detailed description concerning any point, shall be regarded as meaning that only the best general practice is to prevail and that only material and workmanship of first quality is to be used.

> "The contractor shall take no advantage of any apparent error or omission in the plans or specifications. In the event the contractor discovers such an error or omission, he shall immediately notify the engineer. The engineer will then make such corrections and interpretations as may be deemed necessary for fulfilling the intent of the plans and specifications."

We therefor do not believe the State's denial is based just on 703.08.

We concur in the denial of this claim and that the contractor be formally notified of that in the manner you suggest in the last sentence of your letter. I do believe there should be sufficient communication with the contractor so that he completely understands our reasoning behind the denial. We should not encourage an early lawsuit. If the contractor then wishes to pursue it further, this would be good material to submit to the Claims Review Board.

JAB:fr

cc: H. S. Coulter
C. G. Swenson

#9058

Form FHWA 121 (Rev. 6-73)

R

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-80N-7(44)306
S. Baker-Pleasant Valley Interchange Section
Old Oregon Trail Highway

DATE: July 2, 1975

In reply refer to: 1041DA.5

FROM: G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Reference is made to Mr. Hart's letters of June 3, 1975 and June 27, 1975 concerning overlays on the twin Alder Creek structures.

We concur in changing the overlays on these structures to a structural bonded membrane overlay. Federal participation is approved.

for G. L. Green

NOTED
E. S. HUNTER
cc Hart
Rulien
7-7-75

RECEIVED
STATE HWY ENGR
JUL 3 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

1. 4024

File CON 8058 R

June 27, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
477 Cottage St. NE
P O Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

S. Baker-Pleasant Valley Intch. Sec.
I80N-7(44)306

Enclosed are the results of the deck condition survey on the twin Alder Creek Overcrossings. This material is in support of our June 3 request to change to a structural bonded membrane overlay on these structures. We believe this data supports the need for a structural overlay in order to increase the durability and serviceability of the existing decks. Your approval and participation are requested in this additional stage construction.

IM-21-6-72 lists two types of work on existing bridge decks that are eligible for federal participation. These are (1) reconstruction and (2) additional stage construction. We believe that the proposed structural overlay is an example of the latter. Without this proposed work, traffic cannot be maintained over these structures.

The Dow or Iowa bonded overlays had previously been approved by your Washington, D. C. office as an acceptable membrane system.

The estimated cost to change from the originally specified membrane and asphaltic concrete wearing surface to the structural bond and overlay is $45,000. This includes a credit for the originally specified membrane.

RECEIVED
JUN 30 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Several slides showing the deteriorated condition of the decks are enclosed. These are our only copies and we would appreciate their return. If you wish prints, these can be made later.

We would appreciate an early response to this request in order that the contractor's work schedule will not be delayed.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

WJH/ag
Encls.

cc E. S. Hunter
C. T. Keasey
W. E. Schwartz

#8558

Form FHWA 121 (Rev. 8-73)

R

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 10, 1975

In reply refer to: 1041BR

SUBJECT: Oregon Project I-80N-7(44)306
Alder Creek Overcrossing Overlay

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hart's June 3 letter requested approval to overlay the existing bridge decks. Before we can do this we need more specific information. Please furnish us your deck surveys on the above structures that prompted the change from a membrane to a structural membrane. This survey should include:

1. Visual examination
2. Corrosion testing
3. Laminations
4. Salt testing

Information should be plotted and explained. Also current cost comparison should be indicated. This information should be submitted and reviewed before we can decide on a change.

G. L. Green

NOTED
E. S. HUNTER
to Asst Hart
6-17-75

JUN 11 '75
REFER TO: Hunter

NOTED
E. JOHNS

RECEIVED
JUN 12 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

K

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon

Mauling
1 Keasey K RECEIVED Richards
2 Bond Glenn
Jackmond JUN 4 1975 Berg
Harwood
Johnsen CONSTRUCTION
3 Walker SECTION

DATE June 3, 1975

TO W. F. Schwartz
Region Engineer

P. F. Burnett

FROM P. F. Burnett
Resident Engineer

SUBJECT S. Baker Intchg. - Pleasant Valley Intchg.
Contract 8058

Enclosed please find copy of letter from Peter Kiewit Sons' Co. over signature of Norman McKibben, Area Mgr. advising us of a possible claim on subject contract.

There are some statements in Mr. McKibbens letter I don't agree with. First of all in paragraph two of his letter he states that we requested they suspend crushing operation on May 30, 1975. Since material in question would not meet strength and stability requirements it was suggested crushing be suspended but not as stated "requested".

I don't believe contractor has any legitimate claim even if material proves to be unsuitable for use in A.C. mix as he was forewarned that material at the best was marginal and it would be his responsibility to manufacture specification material.

Under other items of projected expense he lists a paving crew, which to my knowledge has never been mobilized.

We will keep track of their activity from June 2 until such a time as paving starts in the event there is a formal claim filed.

cc: C. T. Keasey, Construction Engineer ✓

6-4-75
Send cc to Coulter -
Notification of Claim
CTK

RECEIVED
JUN 5 1975
Office of
Assistant State Highway Engineer

PETER KIEWIT SONS' CO.
CONTRACTORS
ESTABLISHED 1884

MAIN OFFICE: OMAHA, NEBR. 68131
1000 KIEWIT PLAZA

RECEIVED
JUN 02 1975
P. F. BURNETT
Resident Engineer

ADDRESS REPLY TO:
P.O. Box 1635
Walla Walla, Wn. 99362

June 1, 1975

Frank Burnett, Resident Engineer
Oregon State Highway Dept.
P.O. Box 821
Baker, Oregon 97814

Re: S. Baker-Pleasant Valley Intr.
OSHD Contract 8058
Job No. 5063 - BAKER
CLAIM FOR COSTS INVOLVED IN
REJECTION OF BRISKEY PIT FOR
ASPHALT AGGREGATES
Serial Letter #WW-09

Gentlemen:

Reference the meeting at our project office on May 30, 1975, attended by your Mrrs. Pat Schwartz, Dale Allen, and Frank Burnett, and by Mrrs. Dick Geary, Norm McKibben, and Dwaine Schubert, from Peter Kiewit Sons' Co.

We have followed your request to suspend crushing operations until a solution is reached on the problem of Asphalt Aggregates from the Briskey Pit. This suspension was made on the basis of your statements that the aggregate would not be acceptable as paving aggregate.

As you are aware, we had scheduled a start of paving operations for Monday, June2. The suspension will mean that both our crushing and paving operations and all support equipment involved are on standby until a solution is reached. Since we commenced crushing in this pit only after all qualifying tests were passed, as confirmed in our prejob meetings, we feel that additional costs are the responsibility of the Oregon State Highway Dept.

These additional costs include, but are not limited to:

1. Cost of rehandling all material in stockpiles.
2. Costs incurred to date on all material now being rejected.
3. Idle equipment costs on crusher, asphalt plant, and support equipment.
4. Costs of holding together a crusher and paving crew until work resumes.
5. Impact costs on work under contract that may not be completed this season because of the delay on the paving and crushing equipment.
6. Additional costs involved in obtaining aggregate which you will accept.

Costs under numbers 3 & 4 alone will run $4980 per day. A speedy solution will be advantageous to all parties involved. If such a solution is not reached at the meeting scheduled for Monday, June 2, in Salem, then we stand ready to meet at any time for as long as necessary.

We will document additional direct costs involved and will submit these costs weekly for your records.

Very truly yours,
Peter Kiewit Sons' Co.

Norman [illegible] McKibben

cc Resident Engr. 2
Vancouver

R

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

CON 8058

June 3, 1975

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

S. Baker-Pleasant Valley Intch. Sec.
Contract 8058
I80N-7(44)306

The contract on the subject section calls for a conventional sheet membrane plus AC overlay across the twin Alder Creek Overcrossings. Removal of the existing AC from the eastbound structure in preparation for the membrane revealed surface deterioration and a need for strengthening the deck. We, therefore, request your approval and participation in additional stage construction to place a structural membrane overlay on these twin structures.

The above request is in keeping with IM 21-6-72 where a structural overlay is necessary to increase the durability and serviceability of existing bridge decks. The originally specified bridge membrane plus AC overlay would not accomplish that objective.

The system of bonded membrane now proposed as additional stage construction is either the dense concrete (Iowa) overlay or the latex modified concrete (Dow) overlay. These are the same alternate systems called for at two locations on the Hilgard-LaGrande Section. In previous discussions with Mr. Frazier and Mr. Schell of FHWA, these two alternate overlays were approved where a dual purpose structural bonded membrane system was required.

Spot patching of the deck below the level of the top mat of reinforcing will be considered maintenance and would be non-participating. With your

RECEIVED
JUN 3 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

concurrence we propose to instigate a price agreement for the placing of a bonded structural membrane on the twin Alder Creek Overcrossings in lieu of the originally specified membrane and AC overlay.

Very truly yours,

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

WJH:dh

cc E. S. Hunter
C. T. Keasey
W. E. Schwartz

Form A-[illegible] (Rev. [illegible])

STATE COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8058

Order No. 2

Section S. Baker Intchg. - Pleasant Valley Intchg.

Date April 14, 1975

Highway Old Oregon Trail

County Baker

F.A.P. No. I-80N-7(44)306

Prefix 601-1080 Account No. 235

Description of Work To Be Done: Drill slide area to determine depth of slip plane, install slope tubes.

APPROVED EFFECTIVE DATE 4/14/75
Contingent upon modification of project agreement if additional funds are required
BY E. J. Valach
TITLE Dist. Engineer
DATE 5/2/75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers: Station 692 to 697

Estimate of Quantities and Costs:

Labor, including monitoring of slope tubes	
Equipment	$ 2,400.00
Materials and Supplies	1,400.00
Expenses	800.00
Total	400.00
	$ 5,000.00
Net increase	$ 5,000.00

Explanation:

Exploratory work necessary to determine what corrective measure can be taken to control slide area. State crews have equipment available to do this work. State Geologist to monitor slope tubes.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $3,051,871.88

Present estimate of project cost, including $5,000.00 for work under this order $3,051,871.88

Expected under-run / over-run (amount) . . . . . . $ 00

Expected under-run / over-run (per cent) 00

Space to right of this line is for use of Salem Office

Submitted by: P. F. Burnett, Resident Engineer

Approval Recommended: R. A. Allen, REGIONAL CONSTRUCTION ENGINEER

Approval Recommended: .... For: Construction Engineer or Bridge Engineer

Approved: [illegible] Kensey, Construction Engineer

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

NOTED
H. S. COULTER

DATE October 21, 1974

TO C. T. Keasey
Construction Engineer

FROM John C. Jenkins, Engineer of Materials
By
James E. Wilson, Jr.
Asst. Engineer of Materials

SUBJECT Briske Pit Aggregate for Asphalt Concrete, South Baker-Pleasant Valley Section

3

REF: J. E. Wilson's Memo Dated October 4, 1974

As you requested, we have reviewed the specifications for Contract #8058 to point out some areas in production of the paving aggregates and mix which must be emphasized for use of the Briske pit material. In order to obtain a pavement of satisfactory durability without scalping the material as proposed in our referenced memo, it is essential that the specification and mix design requirements listed below be closely followed.

1. Fracture of coarse aggregate for the "C" and "E" mix must not be less than the 60 percent and 90 percent minimums. It is recommended that each job control sample for aggregate production be checked for percent fracture and that all produced coarse aggregate which does not satisfy the requirement be rejected. With approximately 44% of the pit run material retained on the ¼ inch sieve being retained on the ½ inch sieve it appears that two-thirds of the ½" - ¼" material will have to be crushed passing the ¼ inch sieve to have enough large material to obtain specification fracture in the coarse aggregate.

2. Gradation of the design mix for aggregate production which is approved by the Engineer must contain the minimum allowed percentage passing the ¼ inch sieve and #10 sieve including job mix tolerance. This will be 70% passing the ¼ inch sieve and 34% passing the #10 sieve for "C" mix and 58% passing the ¼ inch sieve and 14% passing the #10 sieve for "E" mix.

Also, in the case of separate stockpile production for a paving plant with screens; the proportioning of the stockpiled coarse and fine aggregate for the job mix design must provide the minimum allowed percentage passing the ¼ inch sieve. Also, the fine aggregate must be produced to the midpoint of the tolerance range for the percentage passing the #10 sieve of the fraction passing the ¼ inch sieve. The job mix design will be 69% passing the ¼ inch sieve and 34% passing the #10 sieve for "C" mix and 55% passing the ¼ inch sieve and 14% passing the #10 sieve for "E" mix.

From the average gradation of the pit run material it appears that considerable reject of #10-0 will be required. The following is our aggregate production analysis for the fractions retained on the ½ inch sieve, passing the ½" retained on the ¼ inch sieve, passing the ¼ inch retained on the #10 sieve and passing the #10 sieve.

	Pit Run	To Obtain 70% Fracture (60+, 90+)		Total Usable Aggregate 83%		Total "C", "E" Mix Aggregate
R ½"	20%	Crush (R ½)	- 20%	Crushed R ½ Uncrushed (½-¼)	- 20% - 8%	34%
P½-R¼	25%	Uncrushed (½-¼) Crush (½-¼)	- 8% - 17%	Crushed (½-¼) Uncrushed (¼-10)	- 17% - 13%	36%
P¼-R#10	21%	Crushed (¼-10) Uncrushed (¼-10)	- 8% - 13%	Usable (10-0) Crushed (¼-10)	- 17% - 8%	30%
P #10	34%	Usable (#10-0) Reject (#10-0)	- 17% - 17%		83%	100%

3. Gradation of the #10 - 0 fraction of the pit run material indicates an excess of #40 - #200 size material. It is essential that the fine aggregate be produced to satisfy both the required passing the #10 sieve requirement, and the passing the #40 sieve requirement for aggregate in the mix. The combined coarse and fine aggregate or one size produced aggregate for "C" mix must average no more than 22% passing the #40 sieve. This allows the job mix tolerance of ± 4 percent. Also, with the percentage passing the #200 sieve indicated by the pit run aggregate test results there could be a deficiency. With the addition of mineral filler or portland cement to correct the pass #200 deficiency it is necessary that the approved design grading for the total aggregate in the mix must be satisfied. This must be considered during production of the aggregates.

4. Degradation test results for the fine aggregate indicate that the material will have a tendency towards breakdown during use and in the stockpile. Therefore, the aggregate must be produced on the coarse side of gradation requirements rather than on the fine side in order to provide a satisfactory final product gradation.

5. Coating of the aggregate which is indicated by the pit run material tests could result in a deficient index of retained strength of the mix. It is recommended that samples of the aggregate be submitted for strength tests soon after the beginning of aggregate production, and at intervals of 20,000 tons of aggregate produced. If less than the specified 70% minimum index of retained strength is indicated by the preliminary mix design test results, it will be necessary to require removal of the dust coating during production of the aggregates.

6. Asphalt content of both the "C" and "E" mix must be sufficient to provide proper void content for pavement durability. Along with sufficient asphalt content, the mix gradation must be closely controlled without excess #10 - 0 to accept the volume of asphalt required, and reduce the potential of eventual surface flushing. Also, for proper pavement void content it is essential that the specified 92% minimum percent relative compaction be obtained during construction.

In order to be certain that proper compaction and void content of the mix is being obtained, it will be necessary to submit pavement cores to the laboratory for testing as soon as possible after the beginning of construction and at intervals of six cores for each 20,000 tons of production. Since field tests do not provide void content information and sometimes do not give the true percent compaction of the pavement, it is essential that the cores be shipped by the most rapid means available and results be telephoned to the field. This arrangement will provide a close check on proper mix asphalt content, gradation, and construction compaction for best pavement durability.

JEW:gs

cc: H. S. Coulter
W. E. Schwartz

8058

CON

FORM 8-302

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 14, 1974

TO C. W. Head Vince Gallagher
John Bond Charles Barrett

FROM RJH
R. J. Hacek
Accounting Systems Officer

SUBJECT Peter Kiewit Sons' Co.
Contract 8058

Treasurer's Receipt #1391 has been issued for U.S. Treasury Bonds as follows:

Bond No.	Amount
3492	$100,000.00
8051/8056	60,000.00
10163	10,000.00
Total	$170,000.00

This deposit is in lieu of retainage on Contract 8058.

A copy of the letter and Treasurer's Receipt will be filed in the Contract File in the Commission & Staff Services Office.

CRP:njc

NOTED
C. W. HEAD

RECEIVED
OCT 14 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

Nº 1391

Received for Account of Peter Kiewit Sons Co.

Date Oct. 11, 1974

Address One Thousand Kiewit Plaza
Omaha, Neb. 68131

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
United States Treasury Bonds	3492	1	100,000	11	15	74	100,000.00
3½% Dated Oct 3, 1960	8051/8056	6	10,000	11	15	74	60,000.00
Due Nov 15, 1980	10163	1	10,000	11	15	74	10,000.00
							170,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8058

Authority ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

October 14, 1974

Peter Kiewit Sons Company
One Thousand Kiewit Plaza
Omaha, Nebr. 68131

Gentlemen:

Reference your letter dated October 3, 1974, please find enclosed Oregon State Treasury safekeeping receipt number 1391, dated October 11, 1974, in the amount of $170,000.00 covering United States Treasury Bonds (3-1/2%) due November 15, 1980.

We have credited your State Highway Contract number 8058.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
OCT 14 1974
Contract Acctg.

CEIVED
1974
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

COPY

8.5.1

Contract #8058 15

Form FHWA 121 (Rev. 8-7

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 8, 1974

In reply refer to: 1041DA.A/X Ref: 090.9

SUBJECT: Oregon Project I-80N-7(-)
Encina-Pleasant Valley Section
Old Oregon Trail Highway
Project Assessment

RECEIVED
[illegible] 2 1 1974
PROJECT MANAGEMENT SECTION

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Based on the attached assessment and our field review, we concur that a negative declaration is the appropriate document for this project. A copy of the Project Assessment is returned as requested.

William H. Kappus
for G. L. Green

NOTED
E. S. HUNTER
cc [illegible]
Potter
10-21-74

Attachment
Project Assessment

RECEIVED
STATE HWY ENG
OCT 17 '74
REFER TO
[illegible]
FOR

CONTRACT
8058

[illegible]

RECEIVED
OCT 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
ENVIRONMENTAL SECTION

PROJECT ASSESSMENT

Project Manager Dwight Smith Date

A. PROJECT IDENTIFICATION

Name of Project Encina - Pleasant Valley Section

Location of Project Old Oregon Trail Highway (I-80N) Highway

City NA County Baker Region Five (V)

Est. Cost $ unknown (R/W & Constr. Only) Length 3.0 miles Prefix 601-1933

B. BRIEF GENERAL DESCRIPTION OF PROJECT

The purpose of the project is to upgrade this section of I-80N, from approximately the Encian Interchange to the Pleasant Valley Interchange, to conform with current highway safety standards. User safety will be improved by flattening median area and fill slopes, removing and rebuilding guardrailing, resurfacing, and erecting new sign supports. This project is the southerly part of a Federal Aid Interstate contract ($2,500,000) to improve the South Baker Interchange - Pleasant Valley Interchange stretch of I-80N. This project does not constitute a "major action."

CONTRACT 805-8

C. STATUS OF FHWA-OSHD ACTION

		Date
System Action	☐	NA
Program (PE) Approval	☒	Survey completed October 1973
Corridor Approval	☐	NA
Design Approval	☐	NA
P.S. & E. Approval	☐	

D. PRELIMINARY STUDY REQUIREMENTS

	Yes	No
Study Area Environmental Inventory	☐	☐
Formal Environmental Classification Study	☐	☐
Formal Environmental Classification Study Completed	☐	☐

E. STATUS OF PROJECT DEVELOPMENT

Reconnaissance ☐ NA
Location (Field) ☒
Location (Office) ☒

Preliminary Design (Field) ☒
Preliminary Design (Office) ☒
Final Design ☒
Contract Plans Completed ☐

PNRS No. ____________
Date A-95 Submitted ____________
Date Reply Received ____________
Reply Not Required ☒

F. STATUS OF PUBLIC HEARINGS

Hearing Not Required ☒
Hearing Not Requested ☐
Hearing Requested ☐

Date
Corridor Hearing Held ☐ ____________
Design Hearing Held ☐ ____________
Combination Hearing Held ☐ ____________

G. RESOURCE PERSONNEL ALLOCATION

PERSONNEL	EFFORT REQUIRED*			COMMENT
	MINIMUM	AVERAGE	MAXIMUM	
Biologist	X			Game kill may be reduced due to increased driver visibility & ability to safely leave the roadway if neccessary.
Urban Economist NA				
Agricultural Economist NA				
Accoustical Engineer NA				
Air Quality Engineer NA				
Sociologist NA				
Urban Planner NA				
Landscape Architect NA				
Geologist	X			Erosion of soil will be lessen, thus improving water quality.
Assistant Project Manager NA				

*For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

H. BRIEF SYNOPSIS OF PROJECT

(Narrative)

TOPICAL AREAS

- History of Project (Begin with origin, if known, including public input).
- Purpose of Project (Expressed need or program relationship).
- Siting (Topographic and resource features).
- Major Effects (High impact features if determined). Expand Under "Basic Considerations", page 4.
- Other General Information.

This stretch of I-80N, constructed from 1960 through 1962, reflects the standards of its construction period in regard to safety design features.

The purpose of the project is to bring this section up to current safety standards. This will be accomplished by application of the following procedures: (1) Reword median area and slope fills to flatten grade; (2) Remove as many fixed objects as possible, including unnecessary guardrail; (3) Rebuild some guardrail to current standards (In a portion of the highway where eastbound and westbound lanes border, new concrete medians will be erected); (4) Overlay both directional lanes with asphaltic concrete; (5) Add new supports (breakaway) to signs and more information on some existing signs. This project will require approximately 60,000 cubic yards of crushed materials which will be secured from an existing source near Pleasant Valley Interchange. No right-of-way is required.

The siting is high open rolling country, characterized by small rocky and soil ridges. Adjacent highway land is used for grazing. This is a low precipitation area, approx. 11" rainfall per year. The resident human population is sparse.

The impact features appear to be positive--increased user safety, increased ease of mobility, less soil erosion due to slope leveling, increased driver visibility, potentially less animal kill.

(Use more space if required)

I. BASIC CONSIDERATIONS

(Use whatever space is required but be brief)

1. RIGHT OF WAY REQUIREMENT

None or Not Significant ☒ Significant Amount ☐ (Explain and Assess)

2. WILL PROJECT CHANGE ANY FUNCTIONAL CHARACTERISTICS OF:

a. Existing Facility? No ☒ Yes ☐ (Explain and Assess)

b. Adjacent Land Use? No ☒ Yes ☐ (Explain and Assess)

c. Adjacent Land Access? No ☒ Yes ☐ (Explain and Assess)

I. BASIC CONSIDERATIONS (Continued)

3. ARE SPECIAL CONSTRUCTION METHODS REQUIRED?

No ☒ Yes ☐ (Explain and Assess)

4. WHAT LOCATION OR DESIGN ALTERNATIVES HAVE BEEN IDENTIFIED?

I. No action to improve safety & mobility

II. Project proposal, as described, to improve safety & mobility

5. IDENTIFY ANY SIGNIFICANT POTENTIAL FOR FUTURE CONTROVERSIAL ISSUES.

(Social, Economic, Natural Resource)

NONE

J. TYPE OF DOCUMENT REQUIRED

Draft E. I. S.	☐	Negative Declaration	☒	Statewide Negative Declaration	☐
Final E. I. S.	☐	Section 4(f)	☐	Environmental Assessment	☐

K. PRELIMINARY FHWA CONCURRENCE

Approval of Type of Document ______ Date ______ FHWA AREA ENGINEER

STATE OF OREGON

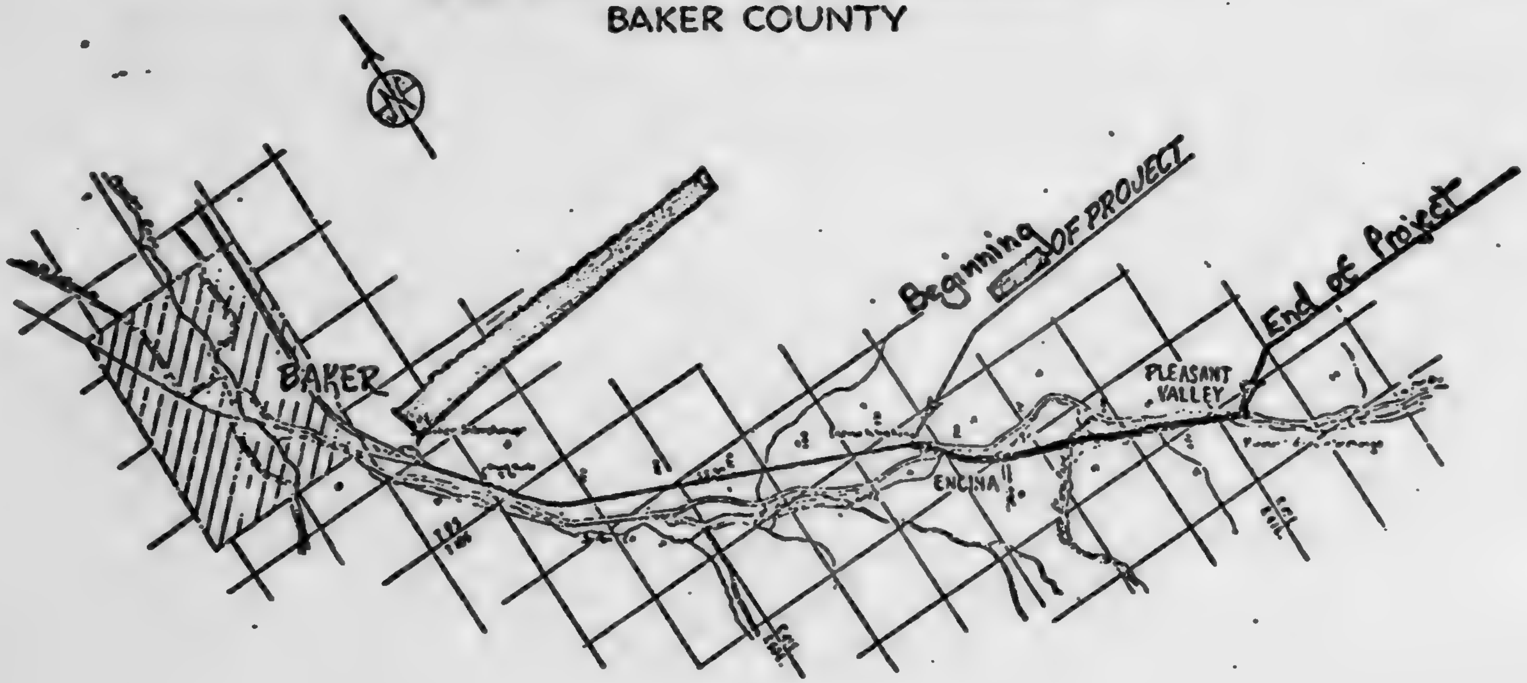
STATE HIGHWAY DIVISION

SKETCH MAP

Encina INTCHGE.~Pleasant Valley INTCHGE. SECTION

OLD OREGON TRAIL HIGHWAY

BAKER COUNTY



8058

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

October 4, 1974

SUBJECT: S. Baker Interchange-
Pleasant Valley
I-80N

TO: E. S. Hunter
Assistant State Highway Engineer

The subject section was completed too late to be eligible for participation in the Interstate Overlay Program. For this reason no formal request has been made to the FHWA for an overlay.

We were informed by the FHWA that a pavement skid evaluation would have to be completed, and the results indicate need for corrective action before further consideration would be given to their funding an open graded plant mix seal. Tests in both westbound lanes were made, and the average skid number for the outside lane was 56.91 and the inside lane 58.00. Corrective measures should be considered when the skid number is 40 or below.

The present condition of the section was discussed with FHWA personnel and they suggested we complete a condition survey, submit our recommendations and they would review the results. There was no indication that they would participate with Interstate funding, but this is the first time they have been receptive to receiving a project that was constructed after October 1963, the cutoff date on the overlay program. If we can show that the section is structurally inadequate for present day traffic, the possibility of FHWA participation is greatly enhanced.

Victor D. Wolfe
Victor D. Wolfe
Location Engineer

CJG:af mc

cc C. J. Gregg

NOTED
E. S. HUNTER
10-16

Vic Ok proceed w/study
Copy to Vic Wolfe

RECEIVED
OCT 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 5, 1974

FILE:

FROM: C. T. Keasey
Construction Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Plant Mix Seal on Westbound Lanes
S. Baker Interchange-Pleasant Valley

Attached is a request from Dale Allen together with a letter from District Engineer Glenn Starkey regarding the omission of the plant-mixed seal from the recently let contract on the subject section.

When we reviewed this section on the plans-in-hand inspection in June, it was my understanding that the requested seal on the westbound lanes would be approved and included in the current project.

It is quite evident that some treatment is needed and should be accomplished under the present contract if possible.

CTK:fr

Att.

cc: E. S. Hunter (w/att.)
Dale Allen

9.12.74
Ed.—
This road is showing distress — alligatoring in wheel paths, dry surface w/some ravelling, etc. — My understanding of Interstate Funding [illegible] is that this work would not be eligible for FAI funding unless skid tests, etc. indicated need for safety sake. — Am I correct? 1" seal would ~~go~~ cost about $200,000 — Are any funds available?
Scott

RECEIVED
SEP 6 1974
Office of
Assistant State Highway Engineer

RECEIVED
SEP 13 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form [illegible]

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
September 4, 1974

RECEIVED
SEP 5 1974
CONSTRUCTION SECTION
FILE: 5
Keasey
Harwood
Johnson
Walker

FROM: Dale D. Allen Dale D. Allen
Regional Construction Engineer

SUBJECT: South Baker Interchange-Pleasant Valley

TO: C. T. Keasey
Construction Engineer

SALEM

On the above project, which was recently awarded, the division was apparently unsuccessful in attempts to get an overlay or at least a seal on the westbound lanes.

We have discussed this matter with Clarence Gregg and intend to pursue the matter further with Dick Nichols of the F.H.W.A. Briefly, it is our opinion that the westbound lanes are in an advanced state of deterioration and will require extensive patching, beyond the means of our maintenance budget, in the near future. We solicit your support in attempting to get approval to issue the appropriate price agreement to add some corrective patching and seal to this section. Apparently the F. H. W. A. has taken the stand that since this section was completed after 1963, it is not eligible for interstate funding. However, whether it is due to the Baker Valley gravels or some other causes, the deterioration has reached a point where considerable work will be required in the near future. Since the deterioration is uniform throughout the entire section, the most feasible plan would seem to be to apply a patching lift of AC to correct the rutting and settlement and cover this patching course with a one-inch seal. The information we have is that the seal for the westbound lanes would cost $13,000 per mile or $87,000 for the 6 3/4 mile section. If the division cannot obtain interstate funding, we understand that the F.H.W.A. might consider primary funding at a ratio of 78%-22%. This section could be upgraded for approximately $28,000 in State funds.

Would your office investigate the feasibility of writing the appropriate price agreement to have the aggregate included in the crushing and the AC placed by the contractor. Attached is a letter from the district engineer further explaining the problem.

DDA:je
Attachment

cc: G. A. Starkey
Clarence Gregg
Dick Nichols

[illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
La Grande

DATE August 28, 1974

TO W. E. Schwartz
Region Engineer

FROM G. A. Starkey
District Engineer
Starkey

SUBJECT S. Baker Interchange-Pleasant Valley
Old Oregon Trail Hwy. 6

It was learned by this office yesterday that the subject overlay project, which I understand is scheduled to be let today, does not include provisions for overlaying the westbound lanes from S. Baker Interchange to Encina.

This 6-3/4 mile section was treated with black seal two years ago in an attempt to reduce water penetration and raveling of the surface. The outside lane shows signs of advanced deterioration completely throughout the reach in question. Pavement is cracked and rutted in the wheel tracks throughout.

Since a project is being let to improve the eastbound lanes in this area, it is apparent that there is no plans in the foreseeable future for upgrading the westbound lanes.

It is very obvious that it will be necessary for extensive maintenance patching in the near future. This is going to be very expensive and will place quite a burden on our budget.

Since we will have a contractor in the area working on the other lanes, it is recommended that we negotiate for material to provide for an extensive patch job with special funds to cover this expense.

We have observed substantial frost heave in this area during the cold winter months, which is unique for present day freeways.

GAS;mm

#8058

J

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
H. S. COULTER

DATE October 3, 1974

TO MEMORANDUM TO THE FILES

FROM J. H. Versteeg, Road Design Engineer

SUBJECT Plant Mix Seal
Westbound Lanes
South Baker Interchange-Pleasant Valley
I-80N

Prior to the letting of this contract the FHWA advised Final Design that a plant mix seal on the westbound lanes of 80N would not be approved. This office did not advise the Region or the Construction Section of the FHWA decision.

Clarence Gregg has made an on-site inspection of the surfacing conditions on this section of 80N. A second submittal to upgrade the surfacing on the westbound lanes will be submitted to the FHWA.

JHV:jh
cc: H. S. Coulter
C. T. Keasey
Dale Allen
Glenn Starkey
Clarence Gregg
Lyle Watson

RECEIVED
[illegible] 1974
[illegible]

#8058

J

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

NOTED
[illegible]

DATE October 3, 1974

TO MEMORANDUM TO THE FILES

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cc: H. S. Coulter
C. T. Keasey
Dale Allen
Glenn Starkey
Clarence Gregg
Lyle Watson

RECEIVED
[illegible] 8 1974
[illegible]

3058

STATE COPY

Form Approved; O.M.B. No. 04-R2809

MONTHLY TRANSACTION NO. 9-37	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	OREGON
	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Baker
PROJECT REPORT NO. 3	9-13-74	PROJECT NO. I-80N-7(44)306 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, S. Baker Intchge., S.E. 11.28 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	8-7-74	11.28
OTHER (Specify)		

FUNDS Pro-rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,978,552	$ 2,748,606

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Ed Hunter

Assistant State Highway Engineer
(Title)

By ____________________

(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By D. J. Smith
for G.L. Green (Division Engineer)

Date executed by Division Engineer Sept 13, 1974

Form PR-2 (Rev. 9-73) PAGE 1 Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. I-80N-7(44)306 Safety

S. BAKER INTERCHANGE-PLEASANT VALLEY INTERCHANGE SECTION

OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Salem, Oregon, September 6, 1974

Project agreement estimate.

Type Code 6201
Roadway (Safety) (Sta. 130 + 00 to Sta. 725 + 65)

Mobilization	All Required		$ 240,000.00
Furnishing Field Laboratory	All Required		1,000.00
Temporary Protection and Direction of Traffic	All Required		6,000.00
Temporary Signs	2,700 sq.ft.	7.00	18,900.00
Temporary Barricades	6 only	100.00	600.00
Oversize Advance Construction Signs	2 only	3,000.00	6,000.00
Flagmen	2,300 hour	11.00	25,300.00
Clearing and Grubbing	All Required		40,000.00
Removal of Structures and Obstructions	All Required		10,000.00
Ditch Excavation	590 cu.yd.	10.00	5,900.00
General Excavation	92,550 cu.yd.	2.10	194,355.00
Gravel Blanket	1,280 cu.yd.	6.00	7,680.00
Trench Excavation	490 cu.yd.	10.00	4,900.00
Finishing Road bed and Slopes	All Required		4,000.00
Watering	1,930 M-gal	1.00	1,930.00
8-inch Culvert Pipe	2,630 lin.ft.	4.00	10,520.00
12-inch Culvert Pipe	64 lin.ft.	10.00	640.00
15-inch Culvert Pipe	128 lin.ft.	20.00	2,560.00
18-inch Culvert Pipe	418 lin.ft.	25.00	10,450.00
24-inch Culvert Pipe	60 lin.ft.	30.00	1,800.00
Concrete Manholes	1 only	1,000.00	1,000.00
Concrete Inlets, Type G-1	38 only	400.00	15,200.00
Concrete Inlets, Type G-2MA	23 only	600.00	13,800.00
Concrete Inlets, Special	1 only	600.00	600.00
Guard Rail, Type 2A	23,500 lin.ft.	6.00	141,000.00
Guard Rail, Type 3	50 lin.ft.	20.00	1,000.00
Metal Median Barrier Connection	65 lin.ft.	15.00	975.00
Guard Rail Anchors, Type 1	7 only	350.00	2,450.00
Guard Rail Anchors, Type 2	35 only	250.00	8,750.00
Rail End Pieces, Type A	18 only	20.00	360.00
Rail End Pieces, Type C	10 only	125.00	1,250.00
Extra Posts with Blocks	1,340 only	40.00	53,600.00
Concrete Barrier	10,500 lin.ft.	15.00	157,500.00
Paved Culvert End Slopes	640 sq.ft.	5.00	3,200.00
Drainage Curbs	13,435 lin.ft.	4.00	53,740.00

Loose Riprap, Class 100	130 cu.yd.	15.00	1,950.00
Grouted Riprap	50 cu.yd.	100.00	5,000.00
Filter Blanket	50 cu.yd.	20.00	1,000.00
26-foot Cattle Guard	2 only	4,000.00	8,000.00
28-foot Cattle Guard	2 only	4,000.00	8,000.00
Guide Posts	350 only	8.00	2,800.00
Roadside Seeding and Mulching	55 acre	475.00	26,125.00
Membrane Waterproofing	7,450.00 sq.yd.	7.00	52,150.00

Signing

Removal of Existing Sign Installations	All Required		$ 1,000.00
Painted Wood Sign Posts	All Required		1,500.00
Sign Support Footings	All Required		2,500.00
Breakaway Sign Posts	All Required		3,000.00
Exit Number Sign Supports	All Required		1,000.00
Type "A" Signs in Place	160 sq.ft.	10.00	1,600.00
Type "D" Signs in Place	60 sq.ft.	5.00	300.00
Move and Reinstall Existing Signs	All Required		1,500.00
Modify Existing Sign Legends	All Required		2,000.00
			$1,166,385.00

Anticipated Items

Railroad Protective Costs	All Required	$ 4,500.00
Temporary Erosion Control	All Required	2,000.00
On-the-job Trainees (3 @ $800)	All Required	2,400.00
		$ 8,900.00
	Subtotal	$1,175,285.00
	Engineering	117,528.00
	Total	$1,292,813.00

Type Code 6201
Roadway (Overlay) (Sta. 130 + 00 to Sta. 725 + 65)

Aggregate Shoulders	82,000 ton	3.00	246,000.00
Class "B" or "C" Asphalt Concrete Mixture	100,000 ton	5.30	530,000.00
Class "E" Asphalt Concrete Mixture	20,000 ton	6.20	124,000.00
Asphalt Cement in Mixture	7,900 ton	75.00	592,500.00
Portland Cement Additive in Class "E" Mixture	200 ton	50.00	10,000.00
Asphalt in Tack Coat	110 ton	100.00	11,000.00
Paving Dam	570 lin.ft.	7.00	3,990.00
			$1,517,490.00

Anticipated Items		
Permanent Pavement Striping	**All Required**	**$ 5,000.00**
Stage Construction Striping	**All Required**	**5,000.00**
Alder Creek Bridge Deck	**All Required**	**5,000.00**
		$ 15,000.00
	Subtotal	**$1,532,490.00**
	Engineering	**153,249.00**
	Total	**$1,685,739.00**

Length of Project - - - - - - - - - - - - 11.284 miles
Cost of Roadway Per Mile (Safety) - - - $114,570.45
Cost of Roadway Per Mile (Overlay) - - $149,391.97

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Safety)	$1,292,813.00	$1,193,007.00	$ 99,806.00
Roadway (Overlay)	1,685,739.00	1,555,599.00	130,140.00
Total	$2,978,552.00	$2,748,606.00	$229,946.00

Group 1 - 100%

Contract No. 8058

Prefix 601-1080

S. BAKER INT. - PLEASANT VALLEY INT. SECTION

PROJECT NO. I-80N-7(44)306

NONPARTICIPATING-STATE WORK

State Responsibility for Damages	All Required	$ 2,500.00

8058

September 5, 1974

Peter Kiewit Sons Co.
P. O. Box 1777
Vancouver, WA 98660

Gentlemen:

The Oregon Transportation Commission on September 3, 1974, accepted your proposal for work on the S. Baker Interchange-Pleasant Valley Interchange Section of the Old Oregon Trail in Baker County for the sum of $2,683,875. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8058.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Vince Gallagher
Walt Hart
W. E. Schwartz
P. F. Burnett
Don Trout
Wm. Geibel (SAIF)

8058

Form [illegible]

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 5, 1974

FILE:

FROM: C. T. Keasey
Construction Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Plant Mix Seal on Westbound Lanes
S. Baker Interchange-Pleasant Valley

Attached is a request from Dale Allen together with a letter from District Engineer Glenn Starkey regarding the omission of the plant-mixed seal from the recently let contract on the subject section.

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CTK:fr

Att.

cc: E. S. Hunter (w/att.)
Dale Allen

NOTED
E. S. HUN

RECEIVED
SEP 6 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81.734.2030

RECEIVED
SEP 5 1974
CONSTRUCTION SECTION
FILE:
Keasey K
Harwood
Johnson
Walker
Schofield 5
Glenn
Berg

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
September 4, 1974

FROM: Dale D. Allen   Dale D. Allen by
Regional Construction Engineer

SUBJECT: South Baker Interchange-Pleasant Valley

TO: C. T. Keasey
Construction Engineer

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Attachment

cc: G. A. Starkey
Clarence Gregg
Dick Nichols

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande

DATE August 28, 1974

TO W. E. Schwartz
Region Engineer

FROM G. A. Starkey
District Engineer

Starkey

SUBJECT S. Baker Interchange-Pleasant Valley
Old Oregon Trail Hwy. 6

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We have observed substantial frost heave in this area during the cold winter months, which is unique for present day freeways.

GAS;mm

805 8 8-20-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I-80N-7(44)306

STATE PROJECT NO.
SOUTH BAKER INTERCHANGE - PLEASANT VALLEY INTERCHANGE

COUNTY NAME
BAKER

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

PROGRAM NO.

ITEM NO.
1-793

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
AUG 22 '74
REFER TO
Hunter
FOR

Info	Swas	R/D	Dis.	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
AUGUST 7, 1974	AUGUST 7, 1974	INTERSTATE ROUTE 80 OLD OREGON TRAIL #6

NOTED
E. S. HUNTER

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

GRADE, DRAIN, HIGH TYPE PAVEMENT, SIGN AND GUARDRAIL. 11.28 MILES
TOTAL ESTIMATED COST $3,763,000

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

RAILROAD PROTECTIVE SERVICES	$4,500
TEMPORARY EROSION CONTROL	2,000
ON THE JOB TRAINING	2,400
PERMANENT PAVEMENT STRIPING	5,000
STAGE CONSTRUCTION STRIPING	5,000
ALDER CREEK BRIDGE DECK	5,000

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S AUGUST 2, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

8-26-74
ORIGINAL TO
L.W. Rulien
~~with title sheet.~~

RECEIVED
AUG 26 1974
OFFICE OF

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-20-74	G. L. Green	DIVISION ENGINEER

8-5-74

TRANSACTION NUMBER 8-23 **TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS** (PPM 21-1)	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
STATE HIGHWAY DEPARTMENT OREGON	DATE 8-5-74
BY (Signature) L. W. RULIEN'S JULY 24, 1974 LETTER	
TITLE PROJECT MANAGEMENT ENGINEER	

CLASS OF FEDERAL FUNDS ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ____

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 793 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
793	I-80-7(44)306	11.28	3,763,000	3,472,100	SOUTH BAKER INTERCHANGE-PLEASANT VALLEY INTERCHANGE SECTION, BAKER COUNTY - STATE OF OREGON	GRADE, DRAIN, HIGH TYPE PAVEMENT, SIGN AND GUARDRAIL.

RECEIVED STATE HWY ENGR
AUG 8'74
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED STATE HWY ENGR
AUG 9'74
REFER TO
FOR
Info Inves R/D D/R Sign Act File

REMARKS (Division)

ORIGINAL TO
Rulien 8-14-74

RECEIVED
AUG 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 8-5-74	SIGNATURE AND TITLE G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-63
(Rev. 8-71)

GPO 913-490

805 6

July 24, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-80N-7(44)306

We are forwarding program data for one Interstate project, Item No. 793, Project No. I-80N-7(44)306, "South Baker Interchange-Pleasant Valley Interchange Section", which we desire to have included in the Federal-aid Interstate Program.

It is our present intention to receive bids for this project on August 29, 1974.

The project is exempt from State Clearinghouse A-95 review under working agreement dated April 28, 1970

We hereby request a waiver of District 13 Clearinghouse A-95 review for this project based on the fact that the work involved (1) is stage construction consisting of an overlay of asphalt concrete pavement to increase the structural strength of the traffic lanes and shoulders; (2) is safety improvement to update the roadside to present Interstate standards conforming with recommendations set forth in AASHO's "yellow book". (3) is such that it will not affect decisions or other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

The "Negative Declaration" for the west unit (S. Baker Int.-Encina Int. Sec.) of the project was concurred in by FHWA on August 30, 1973. The environmental statement for the east unit (Encina Int.-Pleasant Valley Int. Sec.) of the project is being submitted as a separate action under the provisions of PPM 90-1.

Public hearings are not required for this project under provisions of paragraph 6c of PPM 20-8.

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety", constitutes design approval for minor safety improvement work. Therefore, design approval for the safety work is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

Also, under memorandum of June 19, 1973, April 12, 1974 and April 29, 1974, FHWA approved a 4-inch asphalt concrete stage overlay and a 1-inch open-graded plant-mix seal.

The project qualifies as a "Safety Improvement Project" under the provisions of paragraph 4b(2) of PPM 21-16 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHO report, "Highway Design and Operational Practices Related to Safety".

Enclosure
JG:dc

Budget Bureau No. 4

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1 (REV. 4-61)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO U.S.

July 24, 1974

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) I-80N, S. Baker Intchge., S.E. 11.28 mi.	ADT	PRESENT 3,600	FUTURE 5,500	YEAR 94	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H.T. Pave, Sign, G-rail	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) I- NUMBER 80-
CARD	CLASS OF FEDERAL FUNDS Interstate						COUNTY NAME Baker		
	NAME OF URBAN AREA ---						ROUTE NO. I	FEDERAL-AID I-80N	STATE 6 I-

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FU
5					PE		I-80N, S. Baker Intchge., S.E. 11.28 mi					
5					ROW							
5					CONST (CODE) (Safety) 6201		"S. Baker Int.-Pleasant Valley Int. Sec."	11.28	3,763,000	3,472,100	290,900	
							PROJECT TOTALS	11.28	3,763,000	3,472,100	290,900	

CARD 1 CODE 1

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

Additional Data:
486, 508G, 531, 723 & 746;
(9), (21), (26), (24), (42

revisions,
slopes, signs,
guardrail, median
barrier, minor drain-
age strs. & other
appurtenances. RR
protective service as
required.

Access

Form PR-1 (Rev. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

July 24, 1974

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

LOCATION		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
S. Baker Intchge., S.E. 11.28 mi.	ADT	3,600	5,500	94	10	Oregon	41	042	793

	NATL. FOREST					EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
ign, G-rail								I-	80-7	(44)	306	N

PROJECT NUMBER · I Projects Only

Interstate

COUNTY NAME	CODE
Baker	001

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-80N	6	I-80N

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	I-80N, S. Baker Intchge., S.E. 11.28 mi "S. Baker Int.-Pleasant Valley Int. Sec."	11.28	3,763,000	3,472,100	290,900		Gr., dr., & overlay, with AC pave., 4-12' lanes with 10'R & 6' min. L shldrs., 8.4' min. median. Safety revisions of roadway slopes, signs, guardrail, median barrier, minor drainage strs. & other appurtenances. RR protective service as required. ROW-170' min; Access control-full; Parking restrictions-complete.
	PROJECT TOTALS	11.28	3,763,000	3,472,100	290,900		

REMARKS

Additional Data: Item Nos. 96, 159, 201, 486, 508G, 531, 723 & 745; Project Nos. I-80N-7(1),(7), (9), (21), (26), (24), (42) & I-80N-0(1), respectively.

Remarks Continued:

Project Data: The work consists of (1) grade, drain and overlay with asphalt concrete pavement the existing facility consisting of four 12-foot lanes with 10-foot right and 6-foot minimum left shoulders and 8.4-foot minimum median; (2) safety revisions to bring to present Interstate Standards the roadway slopes, signs, quardrail, median barrier, minor drainage structures and other appurtenances. RR protective service as required.

Note: Beginning at S. Baker Intchge. pave 6.36 miles of eastbound lanes only and both eastbound and westbound lanes of the remaining 4.92 miles.

IM 50-1-70 Requirements:
- a. State Clearinghouse----Exempt from A-95 review under working agreement dated April 28, 1970.
- b. Dist. 13 Clearinghouse-Waiver of A-95 review being requested under the program cover letter based on the fact that the project is solely stage construction of the pavement structure and safety improvement.

PPM 90-1 Requirements:
- a. S. Baker Int.-Encina Int. Sec.---"Negative Declaration" was concurred in by FHWA on August 30, 1973.
- b. Encina Int.-Pleasant Valley Int. Sec.---Environmental Statement being submitted as a separate action.

Public Hearings: None required under paragraph 6c of PPM 20-8.

Design Approval: FHWA, under memorandums of June 19, 1973, April 12, 1974 and April 29, 1974, approved a 4-inch asphalt concrete stage overlay and a 1-inch open-graded plant-mix seal for design purpose on the S. Baker Interchange-Encina Sec. (EB lane) and on the Encina-Pleasant Valley Section.

FHWA has indicated in previ
ceptance of the standards
AASHO's publication of Feb
Operational Practices Relat
design approval for safety
sign approval for the safet
January 18, 1969, the effec

Note: (1) On-the-job trai
interim 7-2(2),
at PS & E stage
PS & E documents

(2) The seven items
20-4-72 that ar
will be covered

(3) The project qual
Project" under t
PPM 21-16 as the
for the correcti
as hazardous in
and Operational

(4) This project is

Data for PR-37:

	Type Code	Desc
Roadway:	6201	A.C.
Safety:	Y002	Traf
	Y007	Minc.
	Y101	Guar
		Tota

BAKER INTCHGE.-PLEASANT VALLEY INTCHGE. SEC.
PROJECT NO. I-80N-7(44)306

of (1) grade, drain and overlay
e existing facility consisting
t right and 6-foot minimum left
dian; (2) safety revisions to
ards the roadway slopes, signs,
drainage structures and other
vice as required.

re. pave 6.36 miles of east-
stbound and westbound lanes of

t from A-95 review under
ng agreement dated April
970.
r of A-95 review being
sted under the program
letter based on the fact
the project is solely
construction of the
ent structure and safety
vement.

c.---"Negative Declaration"
August 30, 1973.
nt. Sec.---Environmental
a separate action.

der paragraph 6c of PPM 20-8.

andums of June 19, 1973, April
ed a 4-inch asphalt concrete
ded plant-mix seal for design
-Encina Sec. (EB lane) and on

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety", constitutes design approval for safety work of this type. Therefore, design approval for the safety work is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The seven items as set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project will be covered in the environmental statement.

(3) The project qualifies as a "Safety Improvement Project" under the provisions of paragraph 4b(2) of PPM 21-16 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHO report, "Highway Design and Operational Practices Related to Safety".

(4) This project is in Congressional District No. 2.

Data for PR-37:

	Type Code	Description	Est. Cost
Roadway:	6201	A.C., Stone Base	$ 3,298,000
Safety:	Y002	Traffic Signs	13,600
	Y007	Minor Structures	60,000
	Y101	Guardrail	391,400
		Total Est. Cost	$ 3,763,000

8058

FORM 2-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE July ~~22~~ 22, 1974

TO E. S. Hunter, Assistant State Highway Engineer

Sample for
FROM Frank E. Terpin, Final Design Engineer

SUBJECT S. Baker Interchange-Pleasant Valley Section
Old Oregon Trail Highway
Baker County

A proposal was made by letter of July 11, 1974, copy attached, which you approved to delay the subject project until right-of-way could be acquired to perform some slope correction work.

When this decision was communicated to Mr. Rulien, he indicated a public hearing might be required if the Troy sisters refuse to sign the option for the additional right-of-way.

Mr. Schwartz was notified of Mr. Rulien's statement and asked to advise what course of action to take.

I received a telephone call from Dale Allen, Region Construction Engineer, in which he informed me that Schwartz had discussed the problem with Messr's Klaboe, Johnson and Coulter, who happened to be in the region at the time.

The decision reached by them was to proceed with the project without delay. Money for the slope correction work was to be included in the project authorization as an anticipated extra work item. Acquisition of the right-of-way was to proceed and when the property became available a price agreement would be made to perform the work.

If you wish further details please contact me.

Bill Sample
OK as outlined
Keep it on schedule for Aug 25th letting.
ESH 7-23-74

FET:we
Attachment
cc: W. E. Schwartz
L. W. Rulien
W. J. Hart
John Oakes
R. N. Chase
C. G. Swenson
Lyle K. Watson

RECEIVED
JUL 2[illegible] 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8050

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

7-11-74

Baker County Court
Courthouse
Baker, Oregon 97814

Attention Hon. Lloyd Rea
County Judge

NOTED
E. S. HUNTER

Gentlemen:

The Oregon State Highway Division proposes to accept bids for reconstruction of the South Baker Interchange-Pleasant Valley Interchange Section of the Old Oregon Trail Highway on August 29, 1974. The contemplated work includes removal of surfacing materials in some areas and replacement with new material.

The most economically feasible method of accomplishing certain portions of the work is to provide a means of removing traffic from the highway for short periods of time during construction. The old highway, lying northerly of the freeway, between Encina and Pleasant Valley Interchanges, approximately as shown colored in red on the attached sketch map, is considered adequate for the detour of highway traffic. Said portion of old highway is under the jurisdiction and control of Baker County.

The State requests concurrence of Baker County for the use of this portion of county road as a detour route for highway traffic during the construction period. All necessary signing shall be furnished, installed, maintained, and removed by State. The roadway will be maintained by State during the time of its use as a detour, and will be returned to County in at least as good a condition as existed prior to the routing of highway traffic. Acceptable condition shall be determined by joint inspection of the roadway by State and County officials.

RECEIVED
JUL 1 5 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

If this arrangement is acceptable to the Baker County Court, please execute three copies of this letter in the spaces provided below and return the three signed copies to this office for distribution to interested persons.

We appreciate your cooperation in this matter.

Very truly yours,

H. S. Cox
County & City Engineer

BAKER COUNTY, by and through
its County Court

By______________________ Judge

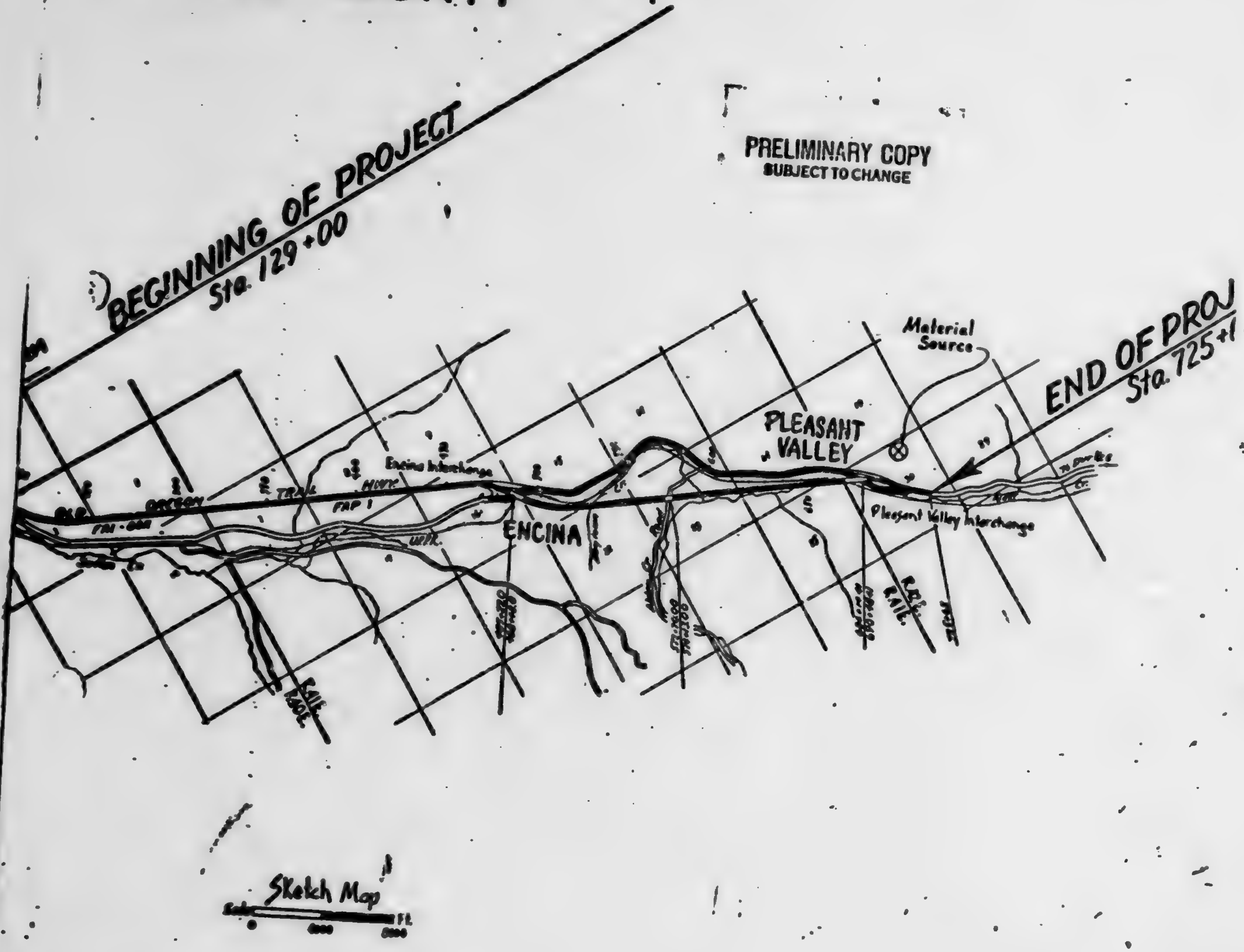
By______________________ Commissioner

By______________________ Commissioner

MCH:ljt
7/11/74

OREGON TRAIL HIGHWAY
BAKER COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE



8258

FORM 5-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July ~~11~~ 12, 1974

TO E. S. Hunter, Assistant State Highway Engineer

F.E.T.

FROM F. E. Terpin, Final Design Engineer

SUBJECT S. Baker Interchange-Pleasant Valley Section
Old Oregon Trail Highway
Baker County

During the plans in hand review of the subject project the problem of some raveling slopes was discussed. Enclosed is a copy of a report from the region indicating that the proposed work is needed.

Contact with the FHWA indicates the work can be funded with Interstate funds.

Acquisition of additional right of way will be required to encompass the increased excavation area. It is reported the property is owned by the Troy sisters and therefore, it is anticipated that it will be necessary to condemn.

Therefore, if the work is to be included in the subject project, it will be necessary to delay the bid opening from August 29, 1974 until the right of way can be acquired--estimated to be three to six months.

Telephone conversation with Region Construction Engineer Allen has confirmed their wish to perform the work even though it necessitates postponing the project.

The safety hazards that are being removed or protected on the project are not critical. The extremely hazardous locations were covered in the spot safety project, Irrigon Junction-Bubbs Ranch Section now being completed.

Therefore, there will be no appreciable effect, safety wise, on the public by delaying the project.

If you concur with the decision to delay the project to include the slope correction please advise.

FET:we
Attachment
cc: W. E. Schwartz
L. W. Rulien
C. T. Keasey
J. B. Boyd
C. G. Swenson
Lyle K. Watson
W. J. Hart

Original Returned to Terpin 7-12-74

Terpin 7-12-74
OK to delay and incorporate slope work.
ESH

RECEIVED
JUL 1[illegible] 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 8-13

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
La Grande, Oregon

REFERRED TO
Cole
Reed
Erikson
Sample
Hagen
Watson
Return
Discuss ☐
Forward ☐
File ☐
BY FINAL DESIGN ENGINEER

☒ RE
☐
☐ RBE
☐ RME
☒ ROE
JUL 1 1974
☐
☐ RDE
RECEIVED
REGIONAL OFFICE
☐

DATE July 1, 1974

TO W. E. Schwartz
Regional Engineer

LA GRANDE

FROM Gordon E. Cochran
Gordon E. Cochran
Geologist

SUBJECT Encina-Pleasant Valley Section
Slopes at Stations 676 and 683

As requested, cut slopes were examined at Stations 676 and 683 on the subject section. The two cuts, though adjacent, are a different formation and will need separate designs.

Station 676 Right:

This cut is an extremely altered rock overlaid with a layer of mixed soil and talus of varying thickness. The underlying rock is raveling badly and should not be considered any more stable than soil.

The existing cut slope, through weathering, is stabilizing itself to a 1½:1 slope. The cut should, from these indications, not be set steeper than 1½:1, with the top of the cut rounded to remove the loose topsoil and talus.

This topsoil could possibly be saved and replaced to the cut face with some form of wire mesh holding it in place. The seeding of this would reduce the sloughing of the cut slope. Some raveling is to be expected.

Station 683 Right:

The rock in this cut is a fractured blocky rhyolite, with the jointing of the rock dipping at a 40° angle toward the highway. The existing slope and ditch line cut this natural jointing at a steeper angle, allowing the well jointed rock to fall into the ditch.

This slope should be line drilled and presplit at a slope no steeper than 1¼:1, which is the natural jointing of the rock. While this slope should be relatively trouble free, anything steeper will leave unsupported blocks of rock which will eventually slide into the ditch.

ROAD DESIGN SECTION
Requires Reply
Requires Approval
Other

Cmg

GEC:je
[illegible] P F Burnett

803

Form FHWA 121 (Rev. 6-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: July 10, 1974

In reply refer to: 10-41-A5

SUBJECT: S. Baker-Pleasant Valley Section
Old Oregon Trail Highway
Baker County

FROM : G. L. Green, Division Engineer

NOTED
E. S. HUNTER
C Versteeg
Rubin
7-12-74

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We concur in your selection of the concrete median barrier on the subject project as requested in Mr. Versteeg's July 5 letter. In view of recent developments, it will no longer be necessary to justify the use of concrete median barriers in lieu of placing or replacing metal median barriers.

G L Green
G. L. Green

ED
Y ENGR
1 1 '74
ER TO
Hun

RECEIVED
JUL 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8058

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 5, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: S. Baker-Pleasant Valley Section
Old Oregon Trail Highway
Baker County

Dear Mr. Green:

The subject project has metal median barrier of obsolete design and with the top of the rail 25 inches above the paved median surface. In the process of constructing the overlay planned it will be necessary to raise the barrier to the standard height.

The cost of replacing the existing metal barrier with current standard metal barrier is estimated to be $17.50 per linear foot. The cost of replacing it with precast concrete median barrier is estimated to be $15.00 per linear foot.

We believe concrete barrier should be the type selected for this project and ask your concurrence in this choice for the following reasons:

1. Minimum design clearance cannot be provided with the metal barrier in the 8.4 foot median.
2. The barrier must be raised to provide for an overlay.
3. Concrete median barrier is less expensive than the metal barrier.
4. Concrete median barrier of the New Jersey type has been demonstrated to more safely redirect errant vehicles than the metal barrier.

RECEIVED
JUL 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5. Use of concrete median barrier requires less maintenance. Therefore, safety to the motorist is enhanced and also to maintenance forces.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E. Terpin
Frank E. Terpin
Final Design Engineer

FET:we
cc: E. S. Hunter
W. E. Schwartz
C. G. Swenson
R. N. Chase
Lyle K. Watson

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

1 [illegible]
2 A. Chen [illegible]
3 [illegible]
ORCopy

DATE May 31, 1974

TO MEMO TO THE FILES

Lyle K. Watson

FROM Lyle K. Watson, Design Team Supervisor

SUBJECT

On a field trip with Norman Penry and Larry Asburry of the Final Design Section, we reviewed the preliminary design plans on the following projects:

South Baker-Encina
Encina-Pleasant Valley
Oxman-Bubbs Ranch
Benson Creek-Olds Ferry

The present spot safety project, Irrigon Junction-Bubbs Ranch, will require revisions in the present proposed plans. All guard rail, anchors, bridge connections, mounds, etc. are being constructed for the future overlay and alignment. Due to an underrun of embankment quantities on the spot safety, additional areas of slope flattening and guard rail were noted.

Extensive ditch erosions were noted and a four inch thick gravel blanket is being provided.

Drainage curbs are being provided at guard rail locations on high fills due to the erosion of existing shoulder rock and embankment slopes.

A state-owned material source, located near the Pleasant Valley Interchange, is to be used for the upcoming projects.

South Baker-Pleasant Valley
Pleasant Valley-Oxman
Oxman-Bubbs Ranch

Development plans and permits are being prepared by the Region to be submitted in the near future.

The proposed material source for the Benson Creek-Olds Ferry Section with development plan and permits has been submitted. This is a privately owned source which the state has a lease to use, which was recently renewed.

LKW:we
cc: C. G. Swenson
W. E. Schwartz
W. E. Cole

FORM 6-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 31, 1974

TO MEMO TO THE FILES

Lyle K. Watson

FROM Lyle K. Watson, Design Team Supervisor

ur Copy

SUBJECT

On a field trip with Norman Henry and Larry Asburry of the Final Design Section, we reviewed the preliminary design plans on the following projects

South Baker-Encina
Encina-Pleasant Valley
Oxman-Bubbs Ranch
Benson Creek-Olds Ferry

The present spot safety project, Irrigon Junction-Bubbs Ranch, will require revisions in the present proposed plans. All guard rail, anchors, bridge connections, mounds, etc. are being constructed for the future overlay and alignment. Due to an underrun of embankment quantities on the spot safety, additional areas of slope flattening and guard rail were noted.

Extensive ditch erosions were noted and a four inch thick gravel blanket is being provided.

Drainage curbs are being provided at guard rail locations on high fills due to the erosion of existing shoulder rock and embankment slopes.

A state-owned material source, located near the Pleasant Valley Interchange, is to be used for the upcoming projects.

South Baker-Pleasant Valley
Pleasant Valley-Oxman
Oxman-Bubbs Ranch

Development plans and permits are being prepared by the Region to be submitted in the near future.

The proposed material source for the Benson Creek-Olds Ferry Section with development plan and permits has been submitted. This is a privately owned source which the state has a lease to use which was recently renewed.

LKW:ve
cc: C. G. Swenson
W. E. Schwartz
W. E. Cole

8059 Sutherlin Intchg-Winchester 1974
Intchg.Sec. of Pac. Hwy.
(Grade,pave,sign & illum.) [redacted] #1

14 8059 6

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Hond C. Barrett

DATE: August 22, 1975

FROM: J Peterson for
R. J. Hacek
Accounting Systems Officer

SUBJECT: J. C. Compton
Contracts: 8059, 8060, 8146, 8153, 8222 & 8236

J. C. Compton has deposited bonds with the State Treasurer in lieu of retainage on Highway contracts as follows:

Contract(s)	Safekeeping Receipt	Amount
8222	1610	$ 6,000.00
8222	1611	3,500.00
8059 & 8060	1612	3,000.00
8059 & 8060	1613	5,000.00
8153	1614	5,000.00
8153	1615	10,000.00
8146	1616	12,000.00
8146	1617	4,000.00
8199	1618	10,000.00
8236	1619	10,000.00
8059 & 8060	1621	6,000.00
8059 & 8060	1622	35,000.00

Copies of the Safekeeping Receipts will be filed, in the various contract files, in the Commission Services office.

JP:pl

81-126-1367

14

6
3

15

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 21, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed are State Treasurer's Safekeeping Receipts dated 8/15/75 on Due Bill from Black & Company Inc., Portland Oregon as per description below:

Number	Description	Amount	Hiway .Contract No.
1610	Eugene Ore. G.O. Bonds	$ 6,000.00	8222
1611	Malheur Co. S.D. #266	3,500.00	8222
1612	Malheur Co. S.D. #266	3,000.00	8059 and 8060
1613	Lane Co. S.D. #52	5,000.00	8059 and 8060
1614	Wolf Creed Hiway Water bd.	5,000.00	8153
1615	Beaverton Imp. G.O. Bond	10,000.00	8153
1616	Washington Co. SD #95(#48)	12,000.00	8146
1617	Multnomah Co. S.D. #3	4,000.00	8146
1618	Jackson Co. S.D. #9	10,000.00	8199
1619	Linn UHSD #8	10,000.00	8236
1621	Lake Oswego G.O.	6,000.00	8059 and 8060
1622	Multnomah Co. S.D. #3	35,000.00	8059 and 8060

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Hacek

COPY

1, 5

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

№ 1622

SAFEKEEPING RECEIPT

Received for Account of J. C. Compton Co.mpany

Date August 15, 1975

Address P. O. Box 86
McMinnville, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Due Bill from Black and Co. Inc. dated August 6, 1975 Multnomah County Oregon S. D. #3 Parkrose Bonds Due 6-15-76 6.50%	10/16	7	5,000				$35,000.00
							$35,000.00

Purpose of Deposit In lieu of retainage for Oregon State Highway Contracts Nos. 8059 & 8060

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

5

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1621

SAFEKEEPING
RECEIPT

Received for Account of J. C. Compton Company

Date August 15, 1975

Address P. O. Box 86
McMinnville, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Due Bill from Black and Co. Inc. dated August 6, 1975 Lake Oswego, Oregon G. O. Bonds due 4-1-76 3 1/8%	377/382	6	1,000.				$6,000.00
							$6,000.00

Purpose of Deposit In lieu of retainage for Oregon State Highway Contract Nos. 8059 and 8060

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

5

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1613

SAFEKEEPING RECEIPT

Received for Account of J. C. Compton Company

Date August 18, 1975

P. O. Box 86

Address McMinnville, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Due Bill from Black and Co. Inc. dated August 6, 1975 Lane County S. D. #52 Bonds due 1-1-78 3.25%	216/220	5	1,000.				$5,000.00
							$5,000.00

Purpose of Deposit In lieu of retainage for Oregon State Highway Contract Nos. [illegible] and [illegible]

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

5

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1612

Received for Account of J. C. Compton Company

Date August 15, 1973

P. O. Box 86

Address McMinnville, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Due Bill from Black & Co. Inc. dated August 6, 1973 Malheur County School Dist. #266 Bonds due 1-1-76 3.30%	146/151	6	500.00				$3,000.0
							$3,000.0(

Purpose of Deposit In lieu of retainage for Oregon State Highway Contracts Nos. 9059 and 9060.

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy Cashier

James A Redden

State Treasurer

SPECIAL INSTRUCTIONS

8059.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert Straub
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 7, 1975

~~State Treasurer~~
~~Rm. 103 Capitol Bldg.~~
~~Salem, OR 97310~~

Attention: Emily Rohde

Please return $10,000.00 in Salem Urban Renewal bonds (Safekeeping Receipt 1504) and $10,000.00, in State of Oregon bonds (Safekeeping Receipt 1503) to the contractor J. C. Compton Co. These bonds, deposited in lieu of retainage on contracts 8059 and 8060, have matured and are not needed at this time to fulfill retainage requirements.

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: J. C. Compton Co.

bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

8257

Form FHWA [illegible] (Rev. [illegible])

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 6, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project I-5-3(98)130
Sutherlin-Winchester Interchange
Salvage of Luminaires, Ballasts,
and Luminaire Poles

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in salvaging the luminaires, ballasts, and luminaire poles in the manner set forth in the August 21, 1974 letter of Mr. Hart and Mr. Ellison. This concurrence was inadvertently delayed.

for G.K. [illegible]
G. L. Green

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 8 '75
REFER TO
FOR
Info | Invest | R/M | D/R | S/R | A.I. | File

8-8-75
CC Hart

8059

R

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

DATE: July 17, 1975

TO: C. W. Head Robert Church
John Bond Charles Barrett

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: J. C. Compton Co.
Contracts: 8059 - 8060

Due Bill 0569 in the amount of $50,000, has been deposited in lieu of retainage on Contracts 8059 and 8060. (Safekeeping Receipt 1596)

A copy of the Safekeeping Receipt and transmittal letter will be filed in the Contract File in the Commission and Staff Services office.

JP:njc

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1596

Received for Account of J. C. Compton Co.

Date July 15, 1975

Address P. O. Box 86
McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Eugene Oregon G.O. Bonds Due 6/1/76 5%		Part					$ 50,000.00
Dean Witter & Co. Due Bill No. 0569							
							$ 50,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts No. 8059 and 8060

Authority ORS 279.575 .

Countersigned by Emily Pohle Deputy Cashier

James A. Redden State Treasurer

SPECIAL INSTRUCTIONS

8059 R

FILE: CON 5 #8059
NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July ~~8~~, 1975
16

FROM: John Walker
Quality Control Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Problems Regarding
Class C Asphalt Concrete Mix
Sutherlin Int.-Winchester Int. Sect
Contract No. 8059

As you know, we are having problems obtaining an acceptable Class C asphalt concrete mix on the subject contract. The problems relate back to the source of the aggregates, the qualifying testing and subsequent production.

Following is a summary of happenings and results which lead up to our present predicament.

1. The quarry, called Short Angel Quarry, was sampled and tested about the period of December 19, 1974. The test results indicated that the material in the quarry met all asphalt concrete aggregate qualifying requirements.

It should be noted here that while the sodium sulphate test is not a required qualifying test for A.C., it was run and its results indicated the material has a tendency to break down under this testing.

2. The contractor crushed A.C. aggregates from 12/16/74 starting with 1/4"-#10 while making 3/4"-0", then from 1/16/75 until 2/10/75 crushed 1/2"-1/4" - 1/4"-#10 and #10-0 sizes. Resident Engineer Shull stated the crushed material met specifications and he paid for material on hand. The Resident and Region personnel said they did not expect any problems at paving time.

As the weekly straight line charts did not show a screening on sizes below the 1/4" size on any of the sizes as they should have, the Resident Engineer was asked to give our office an average of the crushing results. They are as follows:

	Passing %		
Sieve Size	1/2"-1/4" (128 Tests)	1/4"-#10 (199 Tests)	#10-0 (128 Tests)
3/4"	100		
1/2"	93.3	100	
1/4"	11.6	82.9	100
#10	2.3	10.7	84.9
#40	1.8	3.2	34.6
#200	1.2	1.6	12.1

Note: Straight Line Charts in Remarks indicate no wet sieving was done on the 1/2"-1/4" size. There was 3 wet sieve tests on the 1/4"-#10 which showed Passing #200 average of 1.9%. There was 14 wet sieve tests shown on the #10-0 material. Results ranged from 4.5% to 27.7% passing the #200 sieve and with an average of 15.1% passing #200.

The contractor claims he questioned whether there was an excess of passing #200 but was assured that the material was suitable.

3. Laboratory check and Record Tests were made during the crushing, but the first results were not available until 2/7/75 or three days before the crushing was completed. These test results indicated quite a lot of passing #200 sieve material.

The 1/2"-1/4" showed 1.8%
The 1/4"-#10 showed 4.0%
The #10-0 showed 17.7%

4. Paving commenced on June 23, 1975 using a drum-dryer plant. The average mix gradation from 5 tests is as follows:

Sieve	% Passing Mix Design Band	Average of 5 Tests
3/4"	94 - 100	97.8
1/2"	68.3 - 76.3	75.0
1/4"	31.8 - 39.8	34.4
#10	12.7 - 20.7	17.4
#200	3 - 7	10.0
Asphalt	6.5 - 7.5	7.5

This showed an excess passing the #200 sieve of 3.0%. A shutdown of paving was ordered.

5. A check of the stockpiles by sampling and testing for gradation showed the following results. This was done on June 24, 1975.

	% Passing		
Sieve	1/2"-1/4"	1/4"-#10	#10-0
3/4"	100		
1/2"	96	100	
1/4"	34	94	100
#10	11	31	80
#40	6	11	33
#200	3.6	5.8	10.6

These results indicated a degradation change in gradation of the stockpiles from the time it was originally crushed. Major change was in the larger aggregate piles and in sizes from 1/4" down.

6. Due to the apparent excess of fines in the stockpiles, the laboratory made a modified mix design and the contractor commenced again paving on June 30, 1975 with the following results on an average of 3 tests made.

Sieve	Design Band % Pass	Average of 3 Tests
3/4"	100	100
1/2"	93.5 - 100	97.1
1/4"	55.7 - 63.7	57.0
#10	19.5 - 27.5	19.5
#40	5.2 - 13.2	10.8
#200	3 - 7	6.8

Note: This design is a more open graded mix and is out of the broad band specifications for C mix on the passing 1/4" on #10 sieves. Both sizes having about 2-1/2 percent less passing allowed.

The average of the tests of the produced material is in for this mix design. However, the paving was again shut down due to other problems.

7. The laboratory had just obtained their test results on this modified mix as to strength. These test results were as follows:

Using Shell AR-4000

Test No.	Asphalt Content	Index of Retained Strength	Required
1.	5-1/2%	25%	70%
2.	6-1/2%	44%	
3.	7-1/2%	46%	

This was unexpected, as opening up a gradation and thus eliminating some of the fines should tend to increase the retained strength.

Note: Strength tests run back in May with Shell AR-4000 on the original mix design indicated a satisfactory index of retained strength could be obtained using 7% asphalt.

8. The laboratory then ran a series of tests on the modified mix design using a Shell Oil Company additive called Kling. Using 1/2 percent of this in the asphalt, the results show the index of retained strength can be met.

9. The contractor went back to work paving on July 7, 1975.

10. A meeting was held on July 2, 1975 at the Salem Laboratory and was attended by the following:

John Compton	J. C. Compton Company
Mike Flanagan	"
Emmerson Page	"

Tom Lowe	FHWA
J. X. Wilson	OSHD
Vern Shull	"
Don Hoff	"
Jim Wilson	"
Glenn Boyle	"
John Walker	"

The entire circumstances, up to the testing for additives in the mix, was discussed and at that time the re-commencement of paving depended on the additive test results.

Possible penalties for nonspecification mix was mentioned, but not discussed fully at that time, as there was more information and data needed before a good analysis could be made.

11. After a close examination and study of the available data, it appears in summary that -

(a) Qualifying quarry source tests indicate material suitable for use.
(b) Field test results (Straight Line Charts) during aggregate production all indicate material suitable, but notations under remarks on some reports indicate a high percentage of material passing 200 sieve in the #10-0 size aggregate.
(c) From Field Reports, it appears the contractor crushing was definitely on the excessive fine side rather than in the preferred middle of the specification band.
(d) The aggregate gradation has been complicated by apparent breakdown in stockpile.
(e) The contractor is unable, with the produced aggregates to meet the original A.C. mix design.
(f) The contractor was assured by the Resident Engineer during aggregate production that the material was suitable.
(g) Record and check testing results by the Salem Lab. indicated quite a high percentage of material passing #200 sieve, but noted that the material passed specifications. However, this was considered after the fact as results were not available until the last 3 days of crushing.
(h) An A.C. mix design as originally set up could not be made with the available aggregate in a drum-dryer plant.
(i) An A.C. modified design with a higher percentage of coarse aggregate could be met with drum-dryer.
(j) A more open graded mix such as the modified design may be well justified with this type of aggregate as a thicker asphalt film coat, more flexibility, room for some future breakdown in the mat and probable longer life might be expected.
(k) It appears by tests that 1/2% additive is needed to attain a suitable strength.

After considering the above, it appears there is fault at both the contractor's operations for not meeting specifications and the State level for not using more stringent control as far as acceptance of the material was concerned.

A penalty based on C.B.E. values or on percent of material out of specification both were calculated at near 30 cents per ton of mix. However, due to divided responsibility it appeared reasonable to split the penalty on a 50-50 basis. This would make a 15¢/ton penalty assessment against the contractor on the A.C. "C" mix.

All of the above was discussed at a meeting at the FHWA office on July 7, 1975 with Glenn Hossner and Tom Lowe of the FHWA and Ken Berg and John Walker of OSHD.

The FHWA personnel were very concerned over the events that had transpired and stated that they would only concur with the modifications and the penalties under the following conditions:

1. That a statement from the laboratory be obtained that the new modified mix design was considered comparable with the original design as far as quality and expected life was concerned.

2. That the use of the additive to attain a satisfactory index of retained strength would be required for both the original mix design as well as the modified one. This, of course, based on tests representative samples of the present aggregate.

3. That action be taken on all Federal-aid work and especially Interstate projects to either (a) impose closer supervision of the Resident Engineer to assure better quality control of the work which is his responsibility, or (b) replacement of the Resident Engineer on such work.

This action according to the FHWA personnel is not based entirely on events occurring on this project, but on some past projects as well.

The Materials Section has been contacted and are assembling data and will make necessary tests to reply to the FHWA on Nos. 1 and 2 conditions as outlined above.

JHW:fr

cc: H.S. Coulter 7-16-75

This has been discussed with Region staff, and they have had a discussion, especially on Item 3, with Res. Engr. Vern Shull. We will watch this also.

RECEIVED
JUL 17 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

cc: Alfred Shirley, Jr.

Salem, Oregon
July 15, 1975

J. E. Vanstoeg
Road Design Engineer

J. R. Boyd
Right of Way Engineer
BUILDING

48670 - Gardner (O'Neill)
48671 - Lee
Sutherlin - Winchester Section
[redacted]
Douglas County

Attached are 2 descriptions, an authorization and right of way prints covering additional right of way for the subject contract project, as requested by J. X. Wilson by letter of July 2, 1975 (copy attached).

Please note that the northerly limit of the new taking was moved southerly 50 feet to miss the Holcomb property.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

Form 81-734-9090

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

July 2, 1975

FILE: CON 5

FROM: X. WILSON
Regional Construction Engr.

TO: Floyd Scott
Right of Way Description Engineer

SUBJECT: Additional Right of Way
Sutherlin-Winchester Sec.
Pacific Highway
Douglas County
Prefix 610-1047-900

An "overbreak" in a cut on the subject contract section has necessitated the purchase of a small amount of additional right of way. This additional right of way involves two property owners.

Enclosed are prints of right of way maps [redacted] depicting the additional taking. Also enclosed are deed copies of the two affected parcels. From the enclosed data, please prepare descriptions and submit through right of way section for acquisition.

JG/cw
Encl.

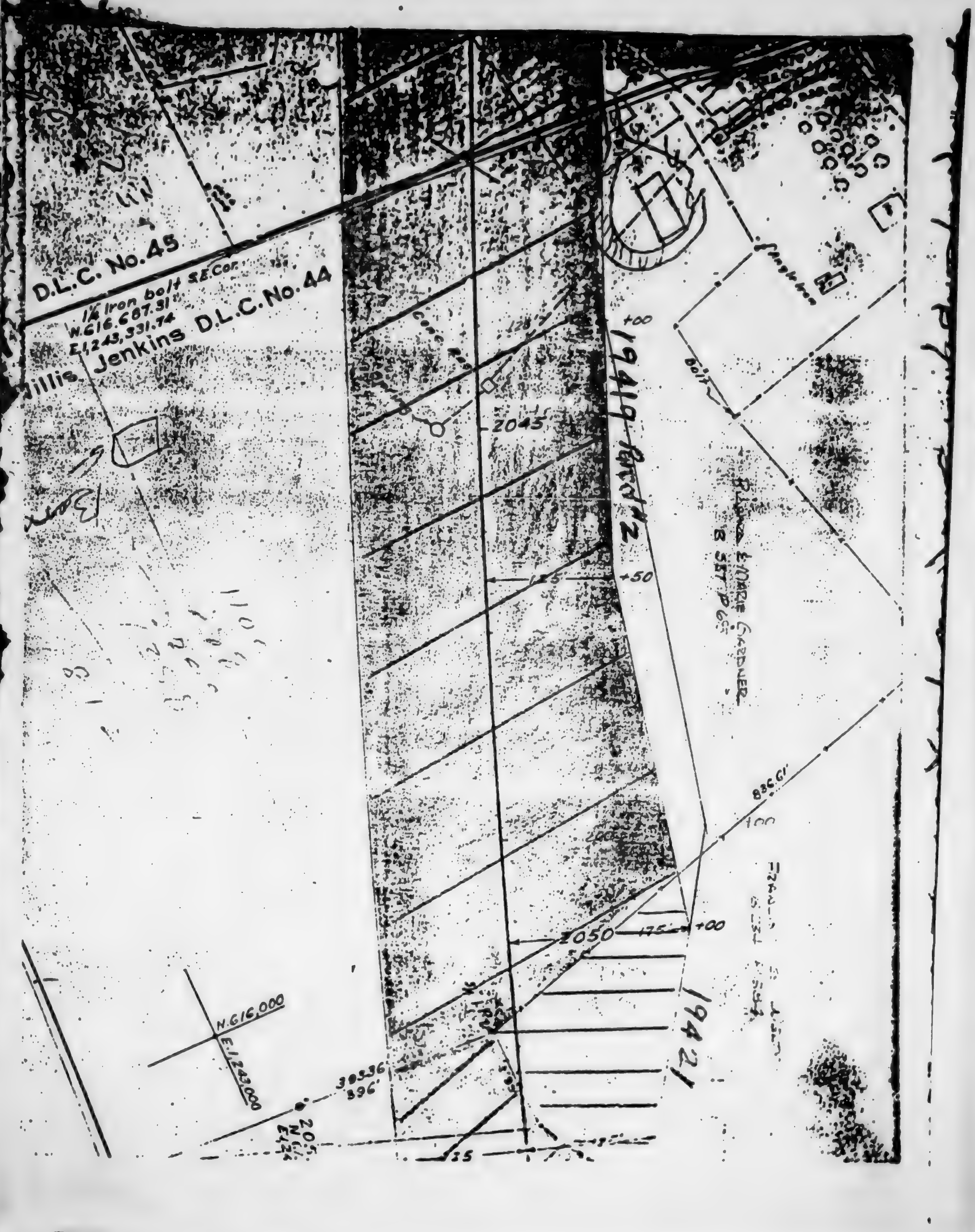
cc J. B. Boyd

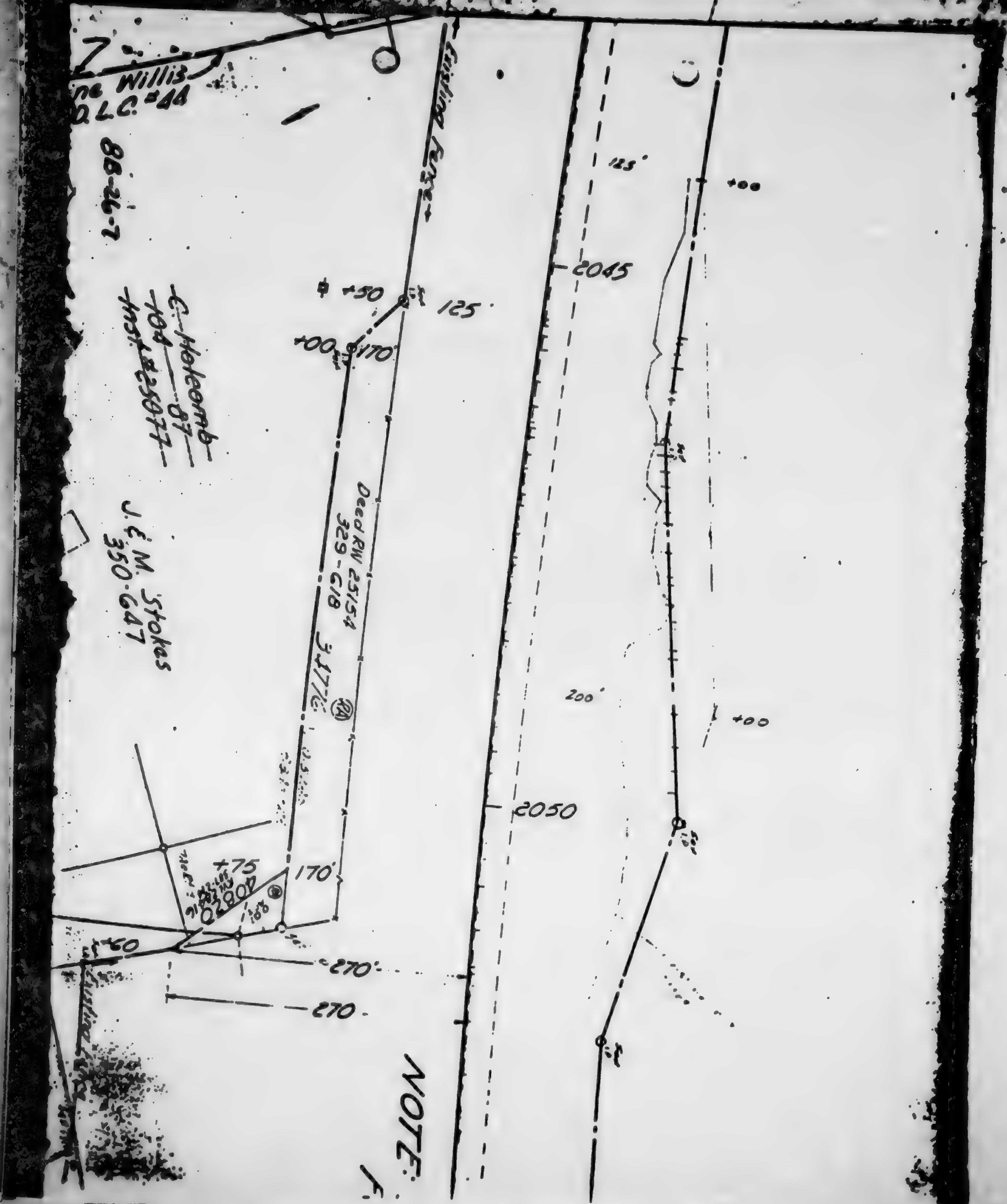
Files 48670
48671

to R/W
7-15-75

RECEIVED
JUL 1975
ROAD
Swanson
R. Olson
Return To

JUL -3 1975
NOTED
ROBERT R. ROUNDS


D.L.C. No. 45
1½ Iron bolt S.E. Cor.
N.616,687.31
E.1,243,331.74
Willis Jenkins D.L.C. No. 44
19419 Parcel 2
+00
+50
2045
2050
175
+00
1942
836.61'
100
bolt
Diana & Marie Gardner
B 557 P 65
N.616,000
E.1,243,000
396
35


ne Willis
D.L.C. #44
88-26-7
Existing fence
~~C. Holcomb~~
~~104 — 87~~
~~Inst. #25077~~
J. & M. Stokes
350-647
Deed RW 25154
329-618
3177C
+50
125
+00
170'
2045
125'
+00
200'
+00
2050
+75
Q280P
170'
108
+60
270'
270
Existing fence
NOTE:
1.

8059

[illegible]

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 3, 1975

FILE: BR 7508A

FROM: Jack L. Davis
Foundation Engineer

TO:

Mr. Alfred Shirley
Regional Engineer

SUBJECT:

Foundation Core and Drive Samples
Section: N. Oakland Jct.-Winchester
Highway: I-5
County: Douglas

Forwarded to the Regional Geologist by separate carrier are foundation core samples and split tube samples for structures as listed below.

Samples should be forwarded to the Resident Engineer in charge of the project for inspection of the Resident Engineer and by prospective bidders on the project. Samples should then be retained under the control of the Division Engineer until the legal claim period for the contract has expired after completion of the project, at which time the samples may be disposed of. Please return empty core boxes to the Bridge Section Foundation Unit.

Birdge No.	Name	Boxes Drive Samples (No. Jars)	Boxes Core Samples
7508A	N.Oakland Intch. Test Holes 1, 2 and 3	1 (5)	2

Forwarded: 6-3-75 (Date) To Elliott Parker By State Carrier

JLD: dh

cc Walter J. Hart
J. H. Versteeg 2 T
Resident Engineer William Ikola
Region Geologist Elliott Parker 1

8059

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

R

4

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: June 2, 1976

FROM: R. J. Hacek RJH
Accounting Systems Officer

SUBJECT: J. C. Compton
Contracts 8059 & 8060

TCD No. 4-189341, in the amount of $30,000.00, has been deposited in lieu of retainage on contract 8059 and 8060. (Safekeeping Receipt 1573).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract files, in the Commission and Staff Services office.

JP:pl

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

4

№ 1573

SAFEKEEPING RECEIPT

Received for Account of J. C. Compton Company

Date May 30, 1975

Address P. O. Box 86
McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit dated May 27, 1975 due August 25, 1975 5.5% U.S. National Bank of Oregon, McMinnville Branch	# 4 189341	part	100,000				$ 30,000.00
							$ 30,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8059 and 8060

Authority ORS 279.575

Countersigned by Emily Rohde
Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

20

May 30, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed please find the following State Treasury Department Safekeeping Receipts dated May 30, 1975, covering Time Certificate of Deposit No. 4 189341, in the amount of $100,000.00, due August 25, 1975:

Receipt No. 1572 - $50,000.00 - on Highway Contract #8030
Receipt No. 1573 - 30,000.00 - on Highway Contract #8059 and 8060
Receipt No. 1574 - 20,000.00 - on Highway Contract #8146

030 - 5
8146 5
059 5
806 5

Very truly yours,

JAMES A. REDDEN, State Treasurer

By Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Hacek

COPY

8059

k

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: ~~C. W. Head~~ J. Bond
~~R. Church~~ C. Barrett

DATE: April 14, 1975

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: J. C. Compton Co.
Contracts 8030, 8059, 8060

TCD 4-185656, in the amount of $50,000.00, formerly used as a deposit in lieu of retainage on contract 7660, (Safekeeping Receipt 1538) has been transferred for use as a deposit on other J. C. Compton contracts. The contracts and amounts of the deposits are:

8059 and 8060	$21,000.00	Receipt 1542
8030	29,000.00	Receipt 1543

A copy of the transmittal letter and Safekeeping Receipts will be filed, in the contract files, in the Commission and Staff Services office.

JP:pl

RECEIVED
APR 15 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

[illegible]

RECEIVED
APR 14 1975
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1542

Received for Account of J. C. Compton Company

Date April 11, 1975

Address P. O. Box 86
McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit Dated April 7, 1975 Due June 6, 1975 5% U.S. National Bank of Oregon McMinnville Branch	4-185656	part	50,000				$ 21,000.00
							$ 21,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts No. 8059 and 8060

Authority ORS 279.575

Countersigned by
Emily Rohde ~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1543

Received for Account of J. C. Compton Company

Address P. O. Box 86
McMinnville, Oregon 97128

Date April 11, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Dated April 7, 1975 Due June 6, 1975 5% U.S. National Bank of Oregon McMinnville Branch	4-185656	Part	50,000				$ 29,000.00
							$ 29,000.00

Purpose of Deposit In lieu of Retainage on State Highway Contract No. 8030

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy Cashier

SPECIAL INSTRUCTIONS

James A. Redden
State Treasurer

State of Oregon
Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 11, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed please find State Treasurer's Safekeeping Receipts No. 1542 and No. 1543, dated April 11, 1975, totaling $50,000.00 covering Time Certificate of Deposit No. 4-185656, drawn on the United States National Bank of Oregon, McMinnville Branch.

We have credited State Highway Contracts No. 8059 and 8060, under Receipt No. 1542 in the amount of $21,000.00

We have credited State Highway Contract No. 8030, under Receipt No. 1543 in the amount of $29,000.00.

These new Safekeeping Receipts cancelx State Treasurer's Safekeeping Receipt No. 1538, dated April 9, 1975, in the amount of $50,000.00

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Dick Hacek

RECEIVED
APR 14 1975
Contract Acctg.

COPY

8059

R

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 10, 1975

State Treasury Department
103 State Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Re: J. C. Compton Co.
Contracts 7680, 8059, 8060, 8030

Retainage on our contract 7680 with the J.C. Compton Company has been reduced. Therefore, TCD 4-185656 in the amount of $50,000.00 (Safekeeping Receipt 1538) can be used as a deposit in lieu of retainage on other J.C. Compton contracts. Please cancel Receipt 1538 and issue new receipts for the above TCD, to be distributed as follows:

Contracts 8059 and 8060	$21,000.00
Contracts 8030	$29,000.00

Vernon E. Skoog
Controller

by

R. J. Hacek
Accounting Systems Officer

RJH:pl

cc: J. C. Compton Co.

bc: ~~[illegible]~~ [illegible]
[illegible] [illegible]

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#9057

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 26, 1975

Dean Witter and Company Inc.
1100 S. W. Sixth Avenue
Portland, Oregon 97204

Attention: Tom Shipley

Gentlemen:

Enclosed please find Due Bill No. 0552.

We have this date received $10,000.00 City of Salem, Oregon, Marion County Improvement Bonds - 4 1/2% - Due August 1, 1975, for account of J. C. Compton Company, McMinnville, Oregon.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

ER

Enclosures

cc: J. C. Compton Company, McMinnville, Oregon
cc: Oregon State Highway Divsn., Attn: Dick Hacek

✓ P.S. Enclosed is copy of Safekeeping Receipt No. 1503 showing changes and additions.

COPY

O

1-29-75

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1503

Received for Account of J.C. Compton Co.
P.O. Box 86

Address McMinnville, Oregon 97128

Date Jan. 29, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
City of Salem, Oregon, Imp. Bonds Marion County ~~State of Oregon General Obligation~~ Bonds 4½% Due 8/1/75	1042/51	10	$1,000.	8	1	75	10,000.00
Due Bill Dean Witter and Co. Portland, Oregon No. 0552 dated 1/24/75							
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8060 and 8059

Authority ORS 279.575

Countersigned by

Deputy Cashier

SPECIAL INSTRUCTIONS

State Treasurer

0

1-29-75

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1503

Received for Account of J.C. Compton Co.
P.O. Box 86

Address McMinnville, Oregon 97128

Date Jan. 29, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
City of Salem, Oregon, Imp. Bonds Marion County ~~State of Oregon General Obligation~~ Bonds 4½% Due 8/1/75	1042/51	10	$1,000.	8	1	75	10,000.00
Due Bill Dean Witter and Co. Portland, Oregon No. 0552 dated 1/24/75							
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8060 and 8059

Authority ORS 279.575

Countersigned by

Merle Crane ~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

#8059

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 25, 1975

Dean Witter and Company Inc.
1100 S. W. Sixth Avenue
Portland, Oregon 97204

Attention: Tom Shipley

Gentlemen:

Enclosed please find due bill No. 0555.

We have this date received $25,000.00 State Board of Higher Education Facilities Bond, 6%, Due October 15, 1975, for account of J. C. Compton Company, McMinnville, Oregon.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: J. C. Compton Co., McMinnville, Oregon
cc: Oregon State Highway Divsn, attn: Dick Hacek

RECEIVED

COPY

1-24-75-0

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1506

SAFEKEEPING RECEIPT

Received for Account of J.C. Compton Co.

Address P.O. Box 86
McMinnville, Ore.

Date Jan. 29, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Oregon Board of Higher Education Facilities Bonds 6.00% Due 10/15/75	185/6	2	$5,000	4	15	75	10,000.00
Due Bill Dean Witter and Co Portland Oregon Dated 1/24/75 Due Bill No 0555							
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract Nos 8059 and 8060

Authority ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

8059

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 21, 1975

Dean Witter and Company Inc.
1100 S. W. Sixth Avenue
Portland, Oregon 97204

Attention: Tom Shipley

Gentlemen:

Enclosed please find Due Bill No. 0553.

We have this date received $10,000.00 Urban Renewal Agency of the City of Salem, Oregon, Project Note, 4.81%, Due July 18, 1975, for account of J. C. Compton Company, McMinnville, Oregon.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: J. C. Compton Company, McMinnville, Ore.
cc: Oregon State Highway Divsn., Attn: Dick Hacek

RECEIVED

COPY

1-29-75

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1504

SAFEKEEPING RECEIPT

Received for Account of J.C. Compton Co.
P.O. Box 86

Address McMinnville, Oregon 97128

Date Jan. 29, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Salem Urban Renewal Project 4.81% Due 7/18/75 Due Bill Dean Witter and Co. Portland Oregon Dated 1/24/75 Due Bill No 0553	10	1	10,000.				10,000.00
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8060 and 8059

Authority ORS 279.575

Countersigned by Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

8059 5

Form 81-734-3000

OREGON STATE HIGHWAY DIVISION

FILE: CON

INTER-OFFICE CORRESPONDENCE

February [illegible] 1975

Salem

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: J. C. Compton Co.
Contracts 8059 & 8060

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

The following due bills from Dean Witter have been deposited on contracts 8059 and 8060:

		Safekeeping Receipt
Due Bill #0552	$10,000.00	1503
0553	10,000.00	1504
0555	10,000.00	1506
Total	$30,000.00	

A copy of the Safekeeping Receipts and transmittal letter will be filed, in the contract files, in the Commission and Staff Services office.

JP:pl

7

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 29, 1975

J. C. Compton Company
Post Office Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipts numbers 1503/1506 dated January 29, 1975, covering due bills received from Dean Witter and Company, Portland, Oregon, totaling $45,000.00.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By Merle Crowe

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
JAN 31 1975
Contract Acctg.

7

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 29, 1975

J. C. Compton Company
Post Office Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipts numbers 1503/1506 dated January 29, 1975, covering due bills received from Dean Witter and Company, Portland, Oregon, totaling $45,000.00.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By Merle Crowe

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
JAN 31 1975
Contract Acctg.

6

RECEIVED
JAN 31 1975
General Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1503

SAFEKEEPING RECEIPT

Date Jan. 29, 1975

Received for Account of J.C. Compton Co.
P.O. Box 86
Address McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon General Obligation Bonds 4½% Due 8/1/75 Due Bill Dean Witter and Co. Portland, Oregon No. 0552 dated 1/24/75							10,000.00
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8060 and 8059

Authority ORS 279.575

Countersigned by Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
JAN 31 1975
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1504

SAFEKEEPING RECEIPT

Received for Account of J.C. Compton Co.

Date Jan. 29, 1975

Address P.O. Box 86
McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Salem Urban Renewal Project 4.81% Due 7/18/75 Due Bill Dean Witter and Co. Portland Oregon Dated 1/24/75 Due Bill No 0553							10,000.00
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8060 and 8059

Authority ORS 279.575

Countersigned by Merle Crow
Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

6

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1506

SAFEKEEPING RECEIPT

Date Jan. 29, 1975

Received for Account of I.C. Compton Co.
P.O. Box 86
Address McMinnville, Ore.

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Oregon Board of Higher Education Facilities Bonds 6.00% Due 10/15/75 Due Bill Dean Witter and Co Portland Oregon Dated 1/24/75 Due Bill No 0555							10,000.00
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract Nos 8059 and 8060

Authority ORS 279.575

Countersigned by Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
JAN 31 1975
Contract Audit

9059

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 20, 1975

Dean Witter and Company Inc.
1100 S. W. Sixth Avenue
Portland, Oregon 97204

Attn: Tom Shipley

Gentlemen:

Treas Receipt # 1455

Enclosed please find due bill number 0549.

We have this date received $25,000.00 Forest Rehab. Bonds (3.%) due October 1, 1995, for account of J. C. Compton Company, McMinnville, Oregon.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: J. C. Compton Company, P. O. bx 86, McMinnville, Oregon
cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
JAN 20 1975
Contract Acctg.

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 20, 1975

Dean Witter and Company Inc.
1100 S. W. Sixth Avenue
Portland, Oregon 97204

Attn: Tom Shipley

Treas Receipt #1454

Gentlemen:

Enclosed please find due Bill number 0548, we have this date received $25,000.00 Veterans Welfare Bonds (3-1/3%) due October 1, 1975, for account of J. C. Company, Post Office Box 86, McMinnville, Oregon.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: J. C. Compton Company, P. O. Bx 86, McMinnville, Oregon
cc: Oregon State Highway Division, attn: Dick Hacek

I have [illegible]
the [illegible] Bond
[illegible]

RECEIVED
JAN 20 1975
Contract Acctg.

COPY

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

№ 1455

SAFEKEEPING RECEIPT

Received for Account of J.C. Compton Co.
P.O. Box 86
Address McMinnville, Oregon

Date Dec. 6, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
State of Oregon General Obligation Bonds Ore. Forest Rehab 3% 3% Due 10-1-75 Due Bill No 0549 Deanx Witter & Co. New York	446/470	25	1,000	10	1	75	25,000.00
							25,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8060 and 8059

Authority ORS 279.575

Countersigned by Merle Rowe Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
JAN 20 1975
Contract Acctg.

#8057 D

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project I-5-3(98)130
Sutherlin Interchange-Winchester Interchange
Price Agreement No. 2
Special Provisions, Article 401.43, paragraph 3

DATE: December 10, 1974

In reply refer to: 1041DB.3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We note that the subject specification has been changed giving the contractor the option to use a pick-up machine to spread Class "E" mixture. The use of the pick-up method allows for more efficient and economical hauling of the Class "E" mixture. In regard to this point, do agreements involving the revised special provision warrant a change in price to reflect the reduction in hauling costs?

for G. L. Green

RECEIVED
DEC 13 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

ATL
1
Coulter
FOR

12-13-74
Orig to Kinney
Pres. Ans.

8059

Form 81-734-8030

OREGON STATE HIGHWAY DIVISION FILE: CON

INTER-OFFICE CORRESPONDENCE

Salem,

December 10, 1974

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: J.C. Compton Co.
Contracts 8059 & 8060

TO: C. W. Head V. Gallagher
J. Bond C. Barrett

Attached are letters and Treasurer's Receipts advising of the deposits to be used in lieu of retainage on the contracts as follows:

Treasurer's Receipt 1454 (Bond No. 0548) $25,000.00, Contract 8060.

Treasurer's Receipt 1455 (Bond No. 0549) $25,000.00, Contracts 8059 and 8060.

Copies of these letters and Treasurer's Receipts will be filed (in the contract file) in the Commission and Staff Services office.

JP:pl

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1454

SAFEKEEPING RECEIPT

Date Dec 6, 1974

Received for Account of J.C. Compton Co.
P.O. Box 86
Address McMinnville, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon General Obligation Bonds 3½% Due 10-1-75 Due Bill Dean Witter & Co. New York No. 0548 12/11/74 Checked with M. Crowe	Canyonville - Glendale Jct,						25,000.00
							25,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. ~~8060~~ 8060

Authority ORS 279.575

Countersigned by Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
DEC 10 1974
Contract Actg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1455

SAFEKEEPING RECEIPT

Date Dec. 6, 1974

Received for Account of J.C. Compton Co.

Address P.O. Box 86
McMinnville, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI- NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
							25,000.00
State of Oregon General Obligation Bonds 3% Due 10-1-75 Due Bill No 0549 Deanx Witter & Co. New York							
							25,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8060 and 8059

Authority ORS 279.575

Countersigned by Myrle Crow Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

December 6, 1974

J. C. Compton Company
Post Office Box 86
McMinnville, Oregon

Gentlemen:

Enclosed please find Oregon State Treasury safkeeping receipt numbers 1454 and 1455, dated December 6, 1974, in the amount of $25,000.00 each representing State of Oregon General Obligation Bonds from Dean Witter and Company, New York, New York.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
DEC 10 1974
Contract Acctg.

COPY

8059

Form [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

October 31, 1974

John T. Scofield

FROM: John T. Scofield
Construction Office Engineer

SUBJECT: Sub-subcontract

TO: Alfred Shirley
Regional Engineer
ROSEBURG

Consent is given to the proposed sub-subcontract between Stillwell-Gerard Construction Company and Sims Electric Inc. covering specialty items 55 through 59 inclusive on the Sutherlin Int.-Winchester Int. Section, Contract No. 8059, Oregon I-5-3(98)130.

Four copies of the sub-subcontract are returned herewith.

JTS:mk

Att.

cc: Federal Highway Administration
Files ✓

Note: For your information only as this is a sub-subcontract and has no bearing on the total amount subcontracted.

.8057

STATE COPY

Form Approved; O.M.B. No. [illegible] J

MONTHLY TRANSACTION NO. 9-36	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 9-13-74	COUNTY Douglas
		PROJECT NO. I-5-3(98)130 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, Sutherlin Intchge. S. 7.35 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION		
OTHER (Specify)	8-7-74	7.293

FUNDS Pro-Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,516,653	$ 2,322,367

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIC WAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______

(Title)

By ______

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer Sept 13, 1974

Form PR-2 (Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. I-5-3(98)130 Safety

SUTHERLIN INTERCHANGE-WINCHESTER INTERCHANGE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, September 9, 1974

Project Agreement Estimate.

Type Code 6201
Roadway (Safety) (Sta. 1785+50 thru Eq. 2119+30.80 Bk=2222+76.30 Ah. to Sta. 2273+93.95)

Furnishing Field Laboratory	1	only	1,000.00	$ 1,000.00
Mobilization	All	Required		205,100.00
Temporary Protection and Direction of Traffic	All	Required		20,000.00
Temporary Signs	2,500	sq.ft.	5.00	12,500.00
Oversize Advance Construction Signs	2	only	3,000.00	6,000.00
Flagman	5,000	hour	12.00	60,000.00
Removal of Structures and Obstructions	All	Required		71,500.00
Removal of Pavement	4,000	sq.yd.	0.50	2,000.00
General Excavation	52,300	cu.yd.	3.35	175,205.00
Trench Excavation	260	cu.yd.	10.00	2,600.00
Finishing Roadbed and Slopes	All	Required		10,000.00
Watering	630	M-gal.	5.00	3,150.00
8-inch Culvert Pipe	112	lin.ft.	8.00	896.00
12-inch Culvert Pipe	234	lin.ft.	12.00	2,808.00
15-inch Culvert Pipe	32	lin.ft.	20.00	640.00
18-inch Culvert Pipe	368	lin.ft.	16.00	5,888.00
24-inch Culvert Pipe	40	lin.ft.	20.00	800.00
Extra for Pipe Under Pavement	42	lin.ft.	13.00	546.00
Concrete Manholes	1	only	1,000.00	1,000.00
Concrete Inlets, Type G-1	20	only	500.00	10,000.00
Concrete Inlets, Type G-2M	3	only	600.00	1,800.00
Concrete Inlets, Type G-2MA	19	only	600.00	11,400.00
6-inch Drain Pipe	670	lin.ft.	5.00	3,350.00
Special Filter Material in Drains	60	cu.yd.	10.00	600.00
Guard Rail, Type 2A	22,330	lin.ft.	3.90	87,087.00
Guard Rail, Type 3	200	lin.ft.	11.70	2,340.00
Modified Metal Median Barrier	200	lin.ft.	7.65	1,530.00
Guard Rail Anchors, Type 1	20	only	335.00	6,700.00
Guard Rail Anchors, Type 2	13	only	285.00	3,705.00
Extra for Guard Rail Bridge Connections	18	only	345.00	6,210.00
Rail End Pieces, Type A	12	only	13.00	156.00
Rail End Pieces, Type C	20	only	125.00	2,500.00
Extra for 8-foot Posts	550	only	21.40	11,770.00
Metal Median Barrier Connections	80	lin.ft.	15.50	1,240.00

Concrete Barrier	24,270 lin.ft.	11.90	288,813.00
Paved Culvert End Slopes	400 sq.ft.	8.00	3,200.00
Drainage Curbs	2,400 lin.ft.	1.75	4,200.00
Guide Posts	500 only	11.50	5,750.00
Roadside Seeding and Mulching	20 acre	570.00	11,400.00
Signing			
Removal of Existing Sign Installations	All Required		1,500.00
Painted Wood Sign Posts	All Required		2,500.00
Sign Support Footings	All Required		8,000.00
Breakaway Sign Posts	All Required		33,000.00
Type "A" Signs in Place	520 sq.ft.	13.00	6,760.00
Type "D" Signs in Place	100 sq.ft.	9.00	900.00
Move and Reinstall Existing Signs	All Required		5,000.00
Illumination			
Foundations	All Required		8,800.00
Roadway Lighting Poles and Arms	All Required		26,000.00
Luminaires and Ballasts	All Required		3,500.00
Switching, Conduit, Wiring, Lamps, etc.	All Required		20,000.00
Removal of Existing Illumination	All Required		5,000.00
			$1,166,344.00
Anticipated Items			
Railroad Protective Costs	All Required		$ 5,000.00
Temporary Erosion Control	All Required		1,000.00
On-the-Job Trainees (3 @ $800)	All Required		2,400.00
			$ 8,400.00
	Subtotal		$1,174,744.00
	Engineering		117,474.00
	Total		$1,292,218.00
Credit for Salvage Poles	All Required		150.00
	Total		$1,292,068.00

Type Code 6201

Roadway (Overlay) (Sta. 1785+50 thru Eq. 2119+30.80 Bk=2222+76.30 Ah to Sta. 2273+93.95)

Aggregate Shoulders	29,000 ton	4.30	$ 124,700.00
Class "C" Asphalt Concrete Mixture	58,400 ton	6.00	350,400.00
Class "E" Asphalt Concrete Mixture	19,200 ton	7.00	134,400.00
Asphalt Cement in Mixture	5,140 ton	85.00	436,900.00
Portland Cement Additive in Class "E" Mixture	192 ton	0.10	19.20
Asphalt in Tack Coat	60 ton	100.00	6,000.00
Paving Dams	152 lin.ft.	35.00	5,320.00
Membrane Waterproofing	6,240 sq.yd.	8.00	49,920.00
			$1,107,659.20

Anticipated Items		
Permanent Striping	All Required	$ 3,600.00
Stage Construction Striping	All Required	2,000.00
		$ 5,600.00
	Subtotal	$1,113,259.20
	Engineering	111,325.80
	Total	$1,224,585.00

Length of Project - - - - - - - - - - 7.293 miles

Cost of Roadway Per Mile (Safety)- - - $177,165.50
Cost of Roadway Per Mile (Overlay) - - $167,912.38

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Safety)	$1,292,068.00	$1,192,320.00	$ 99,748.00
Roadway (Overlay)	1,224,585.00	1,130,047.00	94,538.00
Total	$2,516,653.00	$2,322,367.00	$194,286.00

Group 1 - 100%

Contract No. 8059

Prefix: 610-1047

8059 1P

[illegible]

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Sutherlin Intchge- Winchester Intchge
Date September 12, 1974
Highway Pacific
Contract No. 8059
County Douglas
Prefix 610-1047
Contractor J. C. Compton Co.
F. A. Project No. I-5-3(98)130
Address P.O. Box 86, McMinnville, Ore. 97128
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Slide Correction

Location by station numbers:

Throughout Project

Estimate of quantities and cost:

Lump Sum Estimate - - - - - - - $5,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

To correct any slide conditions that may occur during construction this project.
Funds provided in Project Authorization.
Work has not commenced.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$2,576,103.60	
Present estimate of project cost, including $5,000.00 for work under this order	$2,576,103.60	
Expected under-run over-run amount	$ 0	
Expected under-run over-run per cent	0	

Space to right of this line for use of Salem Office

Submitted by: Vernon E. Shull
Resident Engineer

Approval Recommended:
Per:
Construction Engineer or Bridge Engineer

Approval Recommended: J. K. Wilson
Regional Engineer

Approved
Construction Engineer

Form [illegible] (Rev. [illegible])

8059

OREGON STATE HIGHWAY DIVISION 1P

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Sutherlin Intchge.-Winchester Intchge.
Date September 12 19 74
Highway Pacific
Contract No. 8059
County Douglas
Prefix 610-1047
Contractor J. C. Compton Co.
F. A. Project No. I-5-3(98)130
Address P.O. Box 86; McMinnville, Oregon 97128
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Temporary erosion control when work to be done is not attributed to the Contractor's negligence, carelessness or failure to intall permanent controls. Also when the work is not comparable to the Project work under the applicable contract items.

Location by station numbers:

Throughout Project

Estimate of quantities and cost:

Lump sum estimate - - - - - - - - - $ 1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Specified in Special Provisions
Funds provided in Project Authorization
Work has not commenced

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job. Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.	Project authorization	$2,576,103.60	
	Present estimate of project cost, including $1,000.00 for work under this order	$2,576,103.60	
	Expected under-run over-run amount	$	
	Expected under-run over-run per cent		

Submitted by: Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved Construction Engineer

AD

8059

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Sutherlin Intchge.-Winchester Intchge.
Date September 12 1974
Highway Pacific
Contract No. 8059
County Douglas
Prefix 610-1047
Contractor J. C. Compton Co.
F. A. Project No. I-5-3(98)130
Address P.O. Box 86; McMinnville, Oregon 97128
Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State responsibility for damages.
As specified in "Standard Specifications", 1974 edition, Section 107.25.

Location by station numbers:

Throughout Project

Estimate of quantities and cost:

Lump Sum Estimate - - - - - - - - - $2,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Specified in Standard Specifications
Funds provided in Authorization
Work has not commenced

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$2,576,103.60
Present estimate of project cost, including $2,000.00 for work under this order	$2,576,103.60
Expected under-run over-run amount	$
Expected under-run over-run per cent	

Submitted by: Vincent E. Shull
Resident Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approval Recommended:
Regional Engineer

Approved Per:
Construction Engineer

AD

8059

J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

September 5, 1974

Gentlemen:

The Oregon Transportation Commission on September 3, 1974, accepted your proposal for work on the Sutherlin Interchange-Winchester Interchange Section of the Pacific Highway in Douglas County for the sum of $2,274,003.20. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8059.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Kassey
Vince Gallagher
Walt Hart
A. Shirley
Vern Shull
Wm. Geibel (SAIF)

8059

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 21, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Salem, OR

NOTED
E. S. HUNTER

Dear Mr. Green:

Sutherlin Intch.-Winchester Intch. Sec.
Pacific Highway, Douglas County

Pursuant to the conversation about salvaging luminaire poles, ballasts and luminaires at the Sutherlin Interchange on this project, we propose to handle the matter in the following manner:

1. We will specify that the luminaire poles and bracket arms will remain the property of the State and be stockpiled at our Brockway Stockpile Site, Winston, Oregon.
2. We will specify that the ballasts and luminaires will become the property of the Contractor.
3. We will credit the federal-aid project in the amount of money equal to $0.015 per pound for the poles salvaged by the State. This unit price was determined as follows:
    a. Scrap value of materials - $0.0075 per pound.
    b. Extra cost to the Contractor for extra handling, sorting and hauling materials to State maintenance yard at Winston—$0.0075 per pound.
    c. We will initially credit the project with the following amount of money: (25 poles) 10,000 lbs. @ $0.015 = $150.00.

REC [illegible]
OFFICE OF
ASSISTANT STATE HIGHWAY [illegible]

8059

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 21, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Salem, OR

NOTED
E. S. HUNTER

Dear Mr. Green:

Sutherlin Intch.-Winchester Intch. Sec.
Pacific Highway, Douglas County

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   b. Extra cost to the Contractor for extra handling, sorting and hauling materials to State maintenance yard at Winston—$0.0075 per pound.

   c. We will initially credit the project with the following amount of money: (25 poles) 10,000 lbs. @ $0.015 = $150.00.

RECEIVED
[illegible]
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

The actual credits to the project will be adjusted when the actual quantities of materials salvaged and delivered to the maintenance yard are determined.

We believe the above manner set forth in handling this matter is in the public interest and request your approval for salvaging of this material.

Very truly yours,

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

RMD:dh

cc E. S. Hunter
V. E. Skoog
L. W. Rulien
C. G. Swenson
Alfred Shirley
R. M. Dixson

8059 8-26-74

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-3(98)130

SUTHERLIN INTERCHANGE - WINCHESTER INTERCHANGE

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: 1-792

COUNTY NAME: DOUGLAS

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
AUG 22 '74
REFER TO Hunter
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
AUGUST 7, 1974	AUGUST 7, 1974	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER
		PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
GRADE, DRAIN, HIGH TYPE PAVEMENT, SIGN AND ILLUMINATION
7.35 MILES. TOTAL ESTIMATED COST $2,903,500

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

RAILROAD PROTECTIVE SERVICES	$5,000
TEMPORARY EROSION CONTROL	1,000
ON THE JOB TRAINING	2,400
PERMANENT STRIPING	3,600
STAGE CONSTRUCTION STRIPING	2,000

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S AUGUST 2, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
1974
OFFICE OF
[illegible]

8-26-74
ORIGINAL TO
L. W. Rulien
~~Until title sheet~~

DATE: 8-20-74

SIGNATURE OF APPROVING OFFICIAL: G. L. Green

TITLE: DIVISION ENGINEER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSACTION NUMBER 8-22

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-5-74

BY (Signature): L. W. RULIEN'S JULY 18, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 792 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
792	I-5-3(90)130	7.35	2,903,500	2,679,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
SUTHERLIN INTERCHANGE-WINCHESTER INTERCHANGE SECTION. DOUGLAS COUNTY-STATE OF OREGON.	GRADE, DRAIN, HIGH TYPE PAVEMENT, SIGN AND ILLUMINATION.

RECEIVED
STATE HWY ENGR
AUG 9 '74
REFER TO
Hunt
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

RECEIVED
STATE HWY ENGR
AUG 6 '74
REFER TO
FOR

RECEIVED
AUG 1974
OFFICE OF
[illegible]

REMARKS (FHWA)

ORIGINAL TO
Rulien 8-14-74

RECOMMENDED

DATE:

SIGNATURE AND TITLE:

APPROVED

DATE: 8-5-74

SIGNATURE AND TITLE: G. L. Green
G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-60
(Rev. 8-73)

GPO 913-000

8059

8059

Versteeg
I-5

Roseburg, Oregon

July 30, 1974

Walter J. Hart, Bridge Engineer, Salem
ORIGINAL SIGNED BY GLEN L. CLARK
REGION TRAFFIC ENGINEER

GLEN L. CLARK, Regional Traffic Engineer

Review of Proposed Illumination Plan
Pacific Highway
Sutherlin Int.-Winchester Int. Section

After determining that the project involves breakaway bases, 50-foot mounting height, 750-1,000 watt units 30 feet from edge of pavement, this plan has Region III approval.

The 30-foot luminaire poles now in place, and which normally become property of the contractor, are in short supply for maintenance purposes. By a copy of this memo, I am asking Mr. Versteeg, Design Engineer, to have the special provisions include the stockpiling of these old units in our Winston Maintenance Yard.

We have a current need for ten units in the Portland area, and Mr. Judson, Electrical Superintendent, Salem, was, until now, negotiating with a contractor for their purchase. Mr. Judson is terminating his endeavor to purchase these units due to this possible source of materials.

GLC/dt

cc: J. H. Versteeg ✓
L. E. George
D. H. Moehring
Jack McCormick
Robert Judson

1 ✓
2 T
Copy 2
T

8059

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

July 29, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

R. L. Schroeder

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Sutherlin-Winchester Unit
N. Oakland Jct.-Winchester Section
Pacific Highway I-5
Douglas County, Oregon

This negative declaration precedes our request for location-design approval of the subject Federal-aid interstate project.

The Sutherlin-Winchester Unit is one part of the three-part North Oakland Junction-Winchester project. Project planning for the above section is complete and therefore covered in this negative declaration, whereas plans for the remaining sections are still being developed and will be covered in a subsequent environmental statement.

LOCATION AND DESCRIPTION OF PROJECT The subject project is designed to overlay and upgrade a 7.1 mile length of the Pacific Highway I-5 which passes by Sutherlin and Winchester, both north of Roseburg, in Douglas County. The northern terminus of the project is at the northern edge of the Sutherlin Interchange (M.P. 136.66); the southern limit is at the northern edge of the Winchester Interchange (M.P. 129.55). (See the map attached.)

The project calls for an asphaltic concrete overlay on a roadway with a typical cross-section of four twelve-foot travel lanes, ten-foot outside paved shoulders, and a variable median ranging from 8.4 feet to 36 feet in width--where it is controlled. There are also brief segments of free alignment having non-uniform median width.

Safety improvements, satisfying current standards, will constitute a major part of the project. Sections of concrete median barrier will be installed. Outside guardrails and guideposts will be replaced, extended or removed as required. Roadbed slopes adjacent to the paved shoulders will be flattened to 6:1 for a width of 10 to 13 feet, topography permitting. Minor drainage modification, necessitated by flattening of slopes, will be required. Such work will consist of culvert extension, end slope paving, and new inlet installation. New signs will be installed, and the fixed sign supports will be replaced with breakaway supports.

Several units of modest earthwork will likewise be required beyond the roadbed slopes to achieve safety standards. It is also planned to rework an old cut rock face between Stations 2044 and 2057. The existing surface has a history of spalling and minor failure, and it has posed an ongoing maintenance problem as well as a minor motorist hazard. The cut will be benched to increase stability and to provide an intermediate fallout area.

PURPOSE OF PROJECT

The purpose of this project is to improve existing safety and design features of the highway to meet current interstate standards. The safety work will increase opportunity for recovery and decrease potential damage or harm to out-of-control vehicles. A new overlay will strengthen the roadway surface and prevent pavement failure under increased traffic, which reached a 1973 ADT of 14,950 vehicles over the project section. Finally, maintenance and incidental motorist inconvenience or hazard will be reduced by additional excavation of the above-mentioned rock cut.

EXISTING ENVIRONMENTAL SETTING

This section of the Pacific Highway is situated in the Umpqua Drainage. The project starts 0.6 mile north of the North Umpqua River crossing and runs roughly parallel to Sutherlin Creek over much of its length (see map attached). The area traversed by the project section is characterized by rolling, hilly topography underlain by thick basaltic flows or folded sedimentary rocks of the Umpqua Formation. Soils tend to be thin and vegetation is somewhat open, characterized by grass and discontinuous stands of oak and madrona. A few conifers and some riparian woodland also lie adjacent to the project.

The communities of Sutherlin, Deady, Wilbur and Winchester lie adjacent to I-5, but they are connected by Oregon Route 99, which parallels the project on the east side. The Pacific Highway was located as a bypass facility and crosses the westerly fringes of these communities.

DISCUSSION OF ENVIRONMENTAL IMPACTS

It is anticipated that all work will be accomplished within the existing right-of-way; no additional property will be required. The only significant activity outside existing right-of-way will be the production of 83,000 cubic yards of crushed rock to be used in shoulders and as surfacing aggregate.

No state-controlled sources are being offered for use on this project, since no good proximate sources are known.

Earthwork in any contractor-furnished sources will be regulated both by the requisite permits from the Department of Geology and Mineral Industries (as required by ORS 517.70) and from Divsion of State Lands (ORS 541.620) and by OSHD Proposed Special Provisions of Standard Specifications, Section 106.05, "General Requirements Concerning Sources of Borrow and Aggregate." This section requires the contractor to submit an approved operation and reclamation plan designed to minimize physical impacts on the source and haulroads.

In addition to scattered, minor earthwork, two major cuts will be made along the northbound roadway (Stations 2044 to 2057 and 2083 to 2089) and will yield approximately 52,000 cubic yards of material. Project embankment requirements total 30,000 cubic yards. Approximately half of the excavation will be used as embankment material, and the remainder will be treated as waste.

Two waste areas have been identified, both within the northbound right-of-way. The first is situated between engineering Stations 1955 and 1997 and will receive two-thirds of the waste. The second site lies between Stations 2117 and 2230 and will receive the remaining one-third of the material. Both sites are moderately shallow, linear depressions trending north-south between roadway and right-of-way margins. When filled, these areas will function as a continuation of the shoulder and will eliminate the need for guardrail. Both sites presently support grass and scattered low shrub vegetation; upon completion of the roadwork, they will be covered with selected material which is conducive to grass growth.

Placing embankment materials, extending drainage facilities and undertaking dispersed earthwork will have temporary adverse effects on the sparse surrounding vegetation and will give the project section a short-run scarred aspect. These modest scars will quickly recover, however, returning the section to its present state.

Implementation of scheduled overlay and safety work will necessitate frequent single-lane closures, posing a slight inconvenience to motorists. Adequate signing and flagging will be used to insure safety and minimal delay.

Completion of the project will not change traffic volumes, patterns, or speeds, hence there will be no change in either ambient noise or ambient air quality attributable to this project.

Under the provisions of Federal Highway Administration Memorandum 50-1-70, paragraph 2(a), and according to the subsequent working agreement (May 1, 1970) between the State Clearinghouse and the Oregon State Highway Division, this project is of a type that is exempt from State Clearinghouse A-95 review.

BASIS FOR
NEGATIVE
DECLARATION

It is the conclusion of the Oregon State Highway Division that this project does not constitute a "major action" under guidelines defined in Policy and Procedure Memorandum 90-1, Appendix F, paragraphs 2-4, because no right-of-way is required, there will be no changes in traffic patterns or volumes, and because the proposal is not expected to have a significant adverse effect upon the natural or social environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

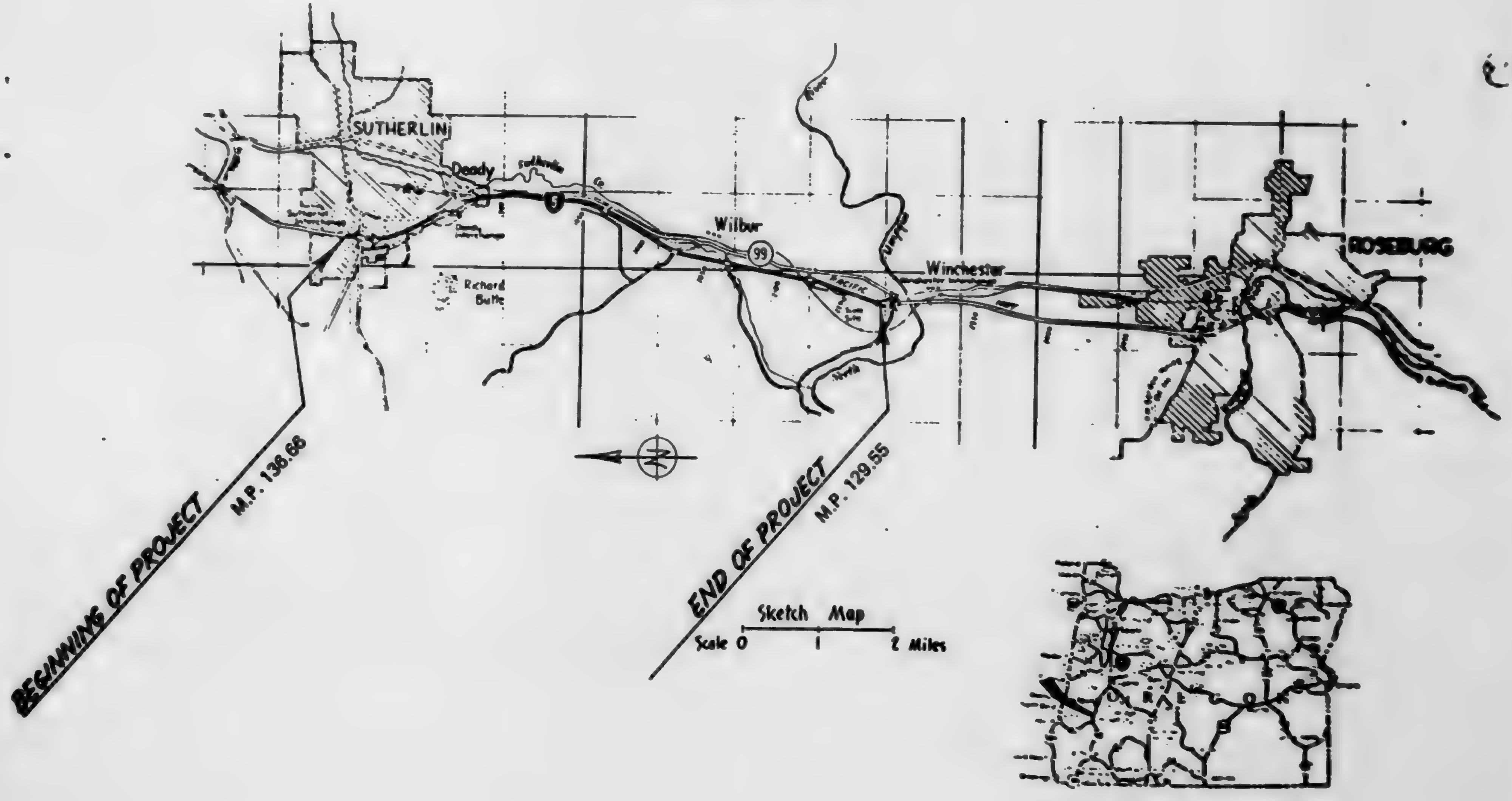
CONCUR ________________ DATE AUG 5 1974
Division Engineer

DK:sz

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
Alfred Shirley

SUTHERLIN INTCHGE. ~ WINCHESTER INTCHGE.

PACIFIC HIGHWAY
DOUGLAS COUNTY
AUGUST, 1974



8059

Form FHWA 121 (Rev. 6-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 23, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-5-3(-)129
Winchester-Sutherlin Section

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I approve Mr. Versteeg's July 18 request to require the contractor to dispose of approximately 25,000 cubic yards of excess material within the limits of the project.

I understand the material will be used for slope flattening where possible.

The planned utilization or disposal of material within the project limits is part of normal design. Special approval is not normally required.

Planned disposal sites or material sources outside the project limits are desireable when significant environmental impacts exist. Generally it will be in the public interest to include these outside sites and sources in the project design so that the potential environmental impacts can be properly addressed. However each case must be evaluated and approved individually.

for G. L. Green

NOTED
[illegible] JOHNSON

RECEIVED
STATE HWY ENGR
JUL 29 '74
REFER TO Hunter
FOR

REC'D
[illegible]
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

R 7-31-74

8059

G. L. Green
Page 2
July 13, 1974

July 18, 1974

Also, under [illegible] asphalt concrete [illegible] mix seal.

TO G. L. Green, Division Engineer
Federal Highway Administration

[illegible]

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-3(98)130

We are forwarding program data for one Interstate project, Item No. 792, Project No. I-5-3(98)130, "Southerlin Interchange-Winchester Interchange Section", which we desire to have included in the Federal-aid Interstate Program.

It is our present intention to receive bids for this project on August 29, 1974.

The project is exempt from State Clearinghouse and District 6 Clearinghouse A-95 review under working agreements dated April 28, 1970 and May 28, 1971, respectively.

The environmental statement is being submitted as a separate action under the provisions of PPM 90-1.

Public hearings are not required for this project under provisions of paragraph 6c of PPM 20-8.

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety", consitutes design approval for minor safety improvement work. Therefore, design approval for the safety work is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

Also, under memorandum of June 18, 1974, FHWA approved a 2-inch asphalt concrete stage overlay and a 1-inch open-graded plant-mix seal.

The project qualifies as a "Safety ImprovementProject" under the provisions of paragraph 4b(2) of PPM 21-16 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHO report, "Highway Design and Operational Practices Related to Safety".

Enc.
JG:hs

Budget Bureau No. 41

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.P.R.: July 18, 1974

CARD	REPORT NUMBER	PROJECT LOCATION (60 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	I-5, Sutherlin Intchge., S. 7.35 mi.		14,500	23,600	94	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (36 typewriter spaces)	NATL. FOREST					EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	
3	Gr., Dr., B.T. Pave, Sign, Illum.								I-	5-

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
4	Interstate	Douglas
	NAME OF URBAN AREA: - -	ROUTE NO. I · FEDERAL-AID I-5 · STATE 1

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FU-
5					PE		I-5, Sutherlin Intchge. S. 7.35 mi.					
5					ROW							
5					CONST (cond) (Safety) 6201		"Sutherlin Intchge.-Winchester Intchge. Sec."	7.35	2,903,500	2,679,000	224,500	
							PROJECT TOTALS	7.35	2,903,500	2,679,000	224,500	

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

Additional Data: Item :
I-337, I-430, I-500C, I-
I-5-3(7), (22), (29), (4
and (92), respectively.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

July 18, 1974

herlin Intchge., S. 7.35 mi.

ADT	PRESENT 14,500	FUTURE 23,600	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 042	ITEM NO. 792	

ns, Illum.

EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG.
		I-	5-3	(98)	130

erstate

- -

COUNTY NAME: Douglas — CODE: 019

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5	1	I-5

PROGRAM STAGE: ☐ 1 OR ☒ XX 2

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	I-5, Sutherlin Intchge. S. 7.35 mi. "Sutherlin Intchge.-Winchester Intchge. Sec."	7.35	2,903,500	2,679,000	224,500		Gr., dr., & overlay, with AC pave., 4-12' lanes with 10'R & 6' min. L shldrs., 8.4' min. median. Safety revisions of roadway slopes, signs, illum. guardrail, median barrier, minor drainage strs. & other appurtenances. RR protective service as required. ROW-180' min; Access control-full; Parking restrictions-complete
	PROJECT TOTALS	7.35	2,903,500	2,679,000	224,500		

REMARKS

Additional Data: Item Nos. I-100, B-47, B-83, B-19, I-337, I-430, I-500C, I-591 and I-737; Project Nos. I-5-3(7), (22), (29), (41), (56), (72), (82), (86), and (92), respectively.

(-OVER-)

SUTHERLIN INTCHGE.-WINCHESTER INTCHGE. SECTION

PROJECT NO. I-5-3(98)130

REMARKS: continued

Project Data: The work consists of (1) grade, drain and overlay with asphalt concrete pavement the existing facility consisting of four 12-foot lanes with 10-foot right and 6-foot minimum left shoulders and 84-foot minimum median; (2) safety revisions to bring to present Interstate standards the roadway slopes, signs, illum., guardrail, median barrier, minor drainage structures and other appurtenances. RR protective service as required.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 6 Clearinghouse A-95 review under the provisions of working agreements dated April 28, 1970 and May 28, 1971, respectively.

PPM 90-1 Requirements: Environmental statement being submitted as a separate action.

Public Hearings: None required under paragraph 6c of PPM 20-8.

Design Approval: FHWA, under memorandum of June 18, 1974, approved a 2-inch asphalt concrete stage overlay and a 1-inch open-graded plant-mix seal.

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety", constitutes design approval for safety work of this type. Therefore, design approval for the safety work is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

Unusual Circumstances: It is possibl
this project will require the contra
posal site for depositing the excess
datory disposal site is specified, ju
of the site will be submitted as a se

NOTE: (1) On-the-job trainees, as
7-2(2), on this project w
stage and the number sti

(2) The seven items as set f
72 that are applicable t
covered in the environme

(3) The project qualifies a
under the provisions of
the work, other than th
of roadside features id
report, "Highway Design
to Safety".

(4) This project is in Cong

Data for PR-37:

	Type Code	Description
Roadway:	6201	A.C./Stone
Safety:	Y002	Traffic Sig
	Y007	Minor Struc
	Y030	Hwy. Light
	Y101	Guardrail
		Total Est.

CHESTER INTERCH. SECTION

NO. I-5-3(98)130

consists of (1) grade, drain and overlay
pavement the existing facility consisting
with 10-foot right and 6-foot minimum left
minimum median; (2) safety revisions to
rstate standards the roadway slopes, signs,
dian barrier, minor drainage structures and
RR protective service as required.

Exempt from State Clearinghouse and
A-95 review under the provisions of work-
April 28, 1970 and May 28, 1971, respectively.

Environmental statement being submitted as

required under paragraph 6c of PPM 20-8.

, under memorandum of June 18, 1974, approved
stage overlay and a 1-inch open-graded

previous correspondence that their acceptance
nded in the yellow book, AASHO's publica-
"Highway Design and Operational Practices
fety", constitutes design approval for safety
refore, design approval for the safety work
ior to January 18, 1969, the effective date of

Unusual Circumstances: It is possible that the specifications for this project will require the contractor to utilize a mandatory disposal site for depositing the excess excavated material. If a mandatory disposal site is specified, justification for mandatory use of the site will be submitted as a separate action.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The seven items as set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project will be covered in the environmental statement.

(3) The project qualifies as a "Safety Improvement Project" under the provisions of paragraph 4b(2) of PPM 21-16 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHO report, "Highway Design and Operational Practices Related to Safety".

(4) This project is in Congressional District No. 4.

Data for PR-37:

	Type Code	Description	Est. Cost
Roadway:	6201	A.C./Stone Base	$2,099,000
Safety:	Y002	Traffic Signs	55,300
	Y007	Minor Structures	38,500
	Y030	Hwy. Lighting	90,000
	Y101	Guardrail	620,700
		Total Est. Cost	$2,903,500

X059

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

July 18, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Sutherlin-Winchester Section
Pacific Highway
Douglas County

Dear Mr. Green:

It is anticipated that there will be approximately 25,000 cubic yards of excess material on the subject project. We believe that it is in the public interest to require the contractor to dispose of the material as indicated on existing highway right of way.

The following reasons are offered in support of this proposal.

1. By utilizing the material on the project added safety to the motorist will be provided by flattening slopes and eliminating need for guard rail.

2. Disposal of the material in this manner will reduce the consumption of fuel energy. Any disposal area the contractor might provide would require hauling to either the Deady Interchange or the Winchester Interchange. Each interchange is further from the excavation locations than the proposed disposal areas.

3. The environmental impacts to the proposed areas can be assessed and the plan for disposal reduces those that are adverse to a minimum, whereas the impacts to an area selected by the contractor cannot be assessed at this time.

We ask that you concur and approve the proposal to require the contractor to dispose of the excess material within the limits of the project.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By Frank E. Terpin
Frank E. Terpin
Final Design Engineer

RECEIVED
JUL 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FET:we
Enclosure
bc: E. S. Hunter
L. W. Rulien
A. E. Shirley
C. G. Swenson
W. E. Cole

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8059

Form FHWA 121 (Rev. 6-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 3?0
Salem OR 97308

DATE: July 16, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-5-3(-)129
Sutherlin-Winchester Section
Pacific Highway

FROM: G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur with your request to replace existing nonstandard metal median barrier with precast concrete median barrier as explained in Mr. Versteeg's July 5 letter.

The existing metal barrier was installed with Interstate funds. Therefore, a credit for salvageable metal barrier must be made.

G. K. Hoosner
for G. L. Green

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Hunter
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Copy to Versteeg
7-23-74

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JUL [illegible] 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8059

Form FHWA [illegible] (Rev. [illegible])

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: July 16, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-5-3(-)129
Sutherlin-Winchester Section
Pacific Highway
Sutherlin Interchange Overcrossing

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I cannot approve Interstate funding to increase the vertical clearance of the Sutherlin Interchange overcrossing as requested in Mr. Versteeg's July 5 letter.

The crossroad under I-5 is on the secondary system. Increasing the vertical clearance for traffic on the secondary route would have to be funded with secondary funds.

The existing vertical clearance of 14'-7½" exceeds State legal height restrictions. Since 1956 structural repair costs due to over-height loads have totaled $2500.

It appears that stricter enforcement of vehicle height restrictions is more appropriate than reconstruction to provide for illegal loads.

for G. K.
G. L. Green

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STATE HWY ENGR
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REFER TO Hunter
FOR

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Copy to Versteeg
7-23-74

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**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

July 18, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Sutherlin-Winchester Section
Pacific Highway
Douglas County

Dear Mr. Green:

It is anticipated that there will be approximately 25,000 cubic yards of excess material on the subject project. We believe that it is in the public interest to require the contractor to dispose of the material as indicated on existing highway right of way.

The following reasons are offered in support of this proposal.

1. By utilizing the material on the project added safety to the motorist will be provided by flattening slopes and eliminating need for guard rail.
2. Disposal of the material in this manner will reduce the consumption of fuel energy. Any disposal area the contractor might provide would require hauling to either the Deady Interchange or the Winchester Interchange. Each interchange is further from the excavation locations than the proposed disposal areas.
3. The environmental impacts to the proposed areas can be assessed and the plan for disposal reduces those that are adverse to a minimum, whereas the impacts to an area selected by the contractor cannot be assessed at this time.

We ask that you concur and approve the proposal to require the contractor to dispose of the excess material within the limits of the project.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By Frank E. Terpin
Frank E. Terpin
Final Design Engineer

RECEIVED
JUL 18 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FET:we
Enclosure
bc: E. S. Hunter
L. W. Rulien
A. E. Shirley
C. G. Swenson
W. E. Cole

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8059

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

July 5, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 200
Salem, Oregon 97308

Re: Sutherlin Interchange Overcrossing
Br. No. 7565A
Sutherlin-Winchester Section
Pacific Highway
Douglas County

Dear Mr. Green:

The subject structure has a vertical clearance of 14'-7-1/2".

The accompanying records indicate that the beams have been struck many times by overheight loads.

We request approval to reconstruct the roadway to provide 16 foot vertical clearance with Interstate funding on the subject project. It is estimated the cost to provide the desired clearance is $60,000.

The integrity and design life of the structure are adversely affected by the numerous hits and so, consequently, is the safety of the motoring public.

The accompanying pictures show the extent of the damage to the beams of the structure.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E. Terpin

Frank E. Terpin
Final Design Engineer

FET:we
Enclosures
cc: E. S. Hunter
~~W. J. Hart~~
A. E. Shirley
W. E. Cole

RECEIVED
JUL 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Bridge History Record
of
MAINTENANCE
REPAIRS AND RENEWALS

136.62

Bridge Loc. No. [illegible]

For bridge over Oking Elkton-Sutherlin Hwy Rwy. Pacific Office No. #7555A

Description 1-30', 1-40', 1-30' RCDG spans. 2° skew, right. V.C. 15' D.C. 15' County Douglas

Built by Date 1953 1964 Const. cost $28,477

Date	Inspection Notes and Work Recommended	Est. Cost	Date	Remarks and Work Completed	Cost
1956			1956	Repair Damaged beam, damaged by high load	378.3
1959	Betterment--place conc. curb betw. cols. approx. 4'high	1,200	1959	No work done	
	Betterment--Place conc. precast slope protection under each end	3,540			
1964-65	Repair damaged concrete floor beam damaged by unknown vehicle	240	1964	As authorized	241.
			3/70	Repair overhead stringers damaged by overheight load	46.9
66-67	Repair conc. beam damaged by overheight load-unknown driver	420.	2/72	Repair overhead stringers damaged by overheight load.	156.42
66-67	Repair conc beam damaged by overheight load--(Jossy)	595.	8-13-72	Repair damaged stringers from overheight load.	365.66
			8-20-72	Repair damaged stringers from overheight load.	67.90
			10-18-72	Repair damaged stringers, Eastbound	138.07
				at least 2 more hits in 73-74 with $370 repairs needed.	

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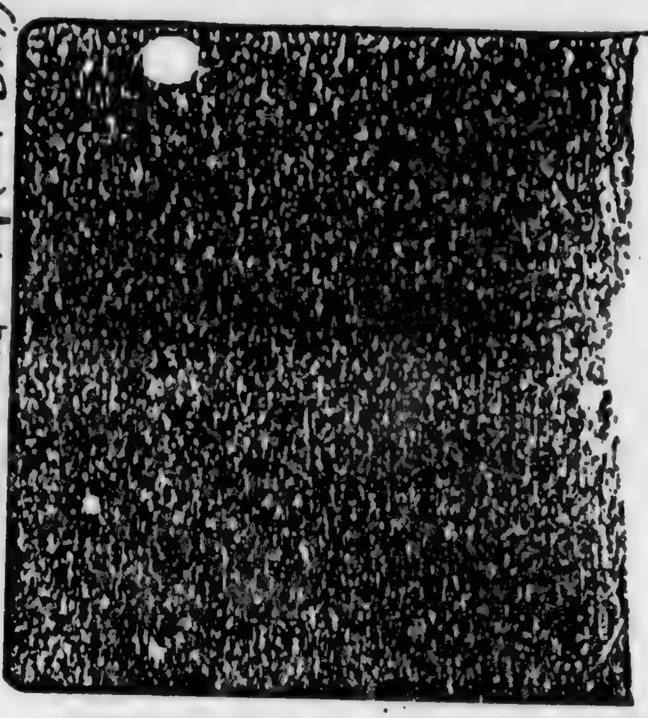
BRIDGE DIVISION



East Side Str. (ext. Bm)

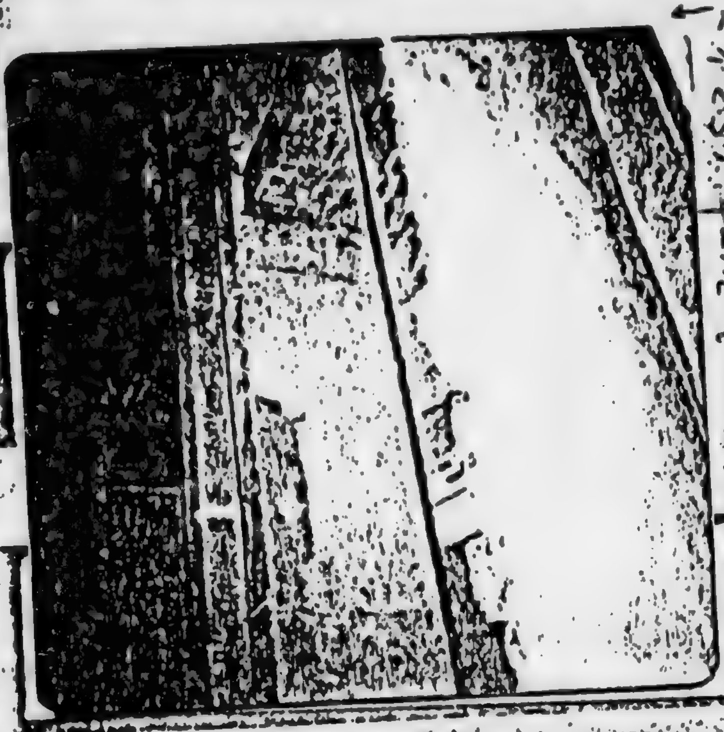
East stringer

Looking at inside of east stringer

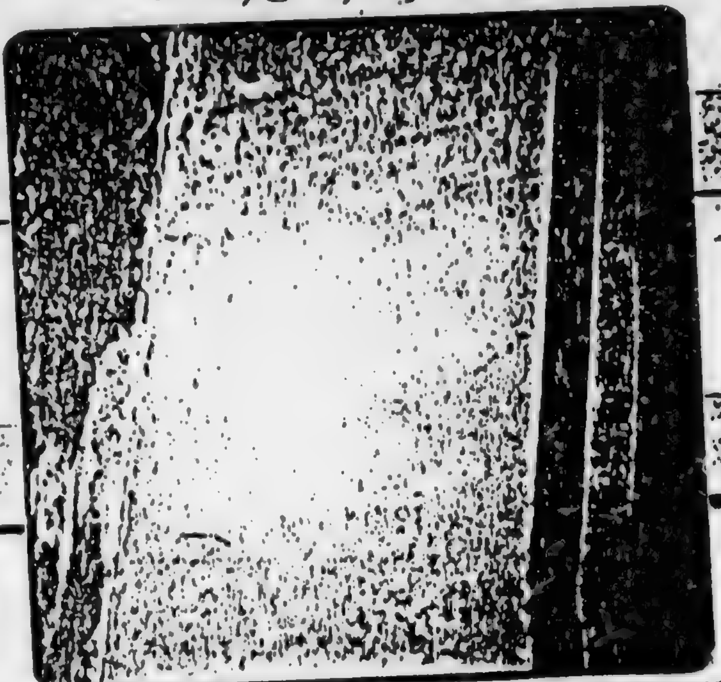
Over-xing Structure Elkton-Sutherlin Hwy.

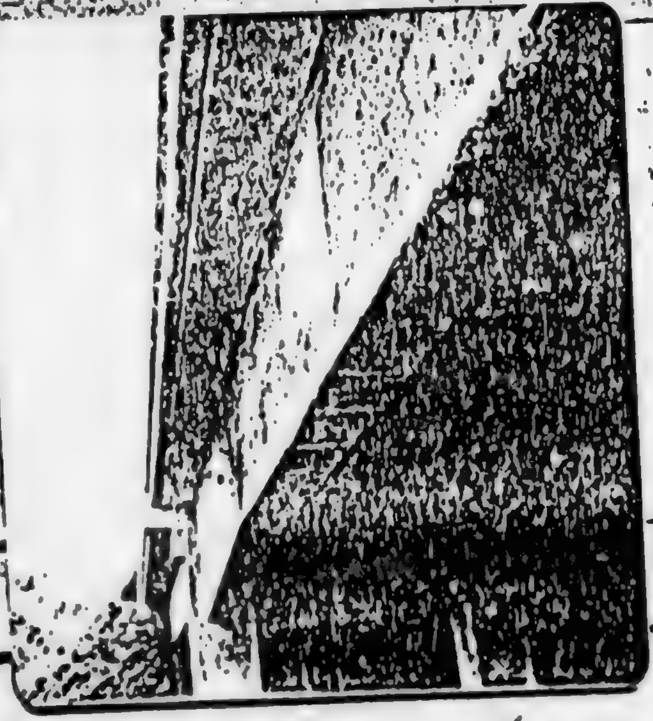
Over-xing Elkton-Sutherlin Hwy

East Side Struct



West Lane (East Side Str)





East Bound Lane

East Lane (East Side)
struct.

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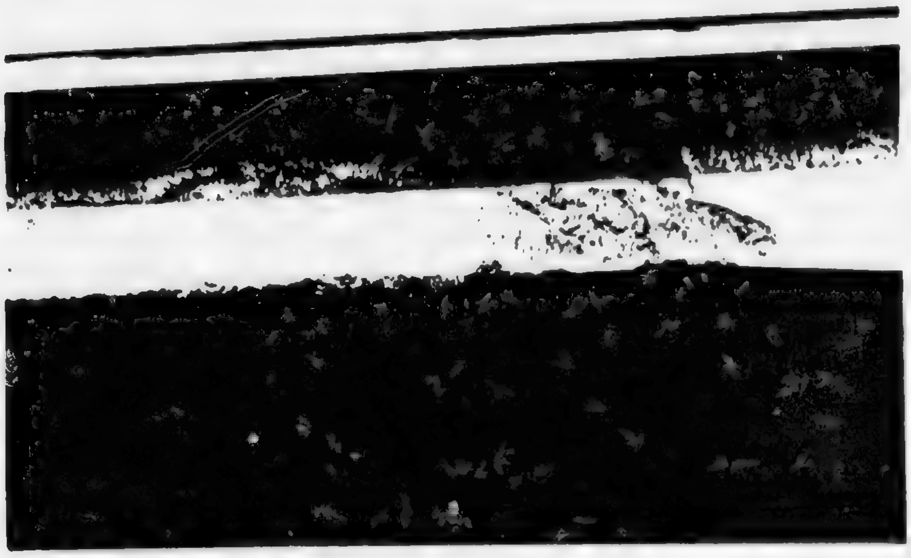

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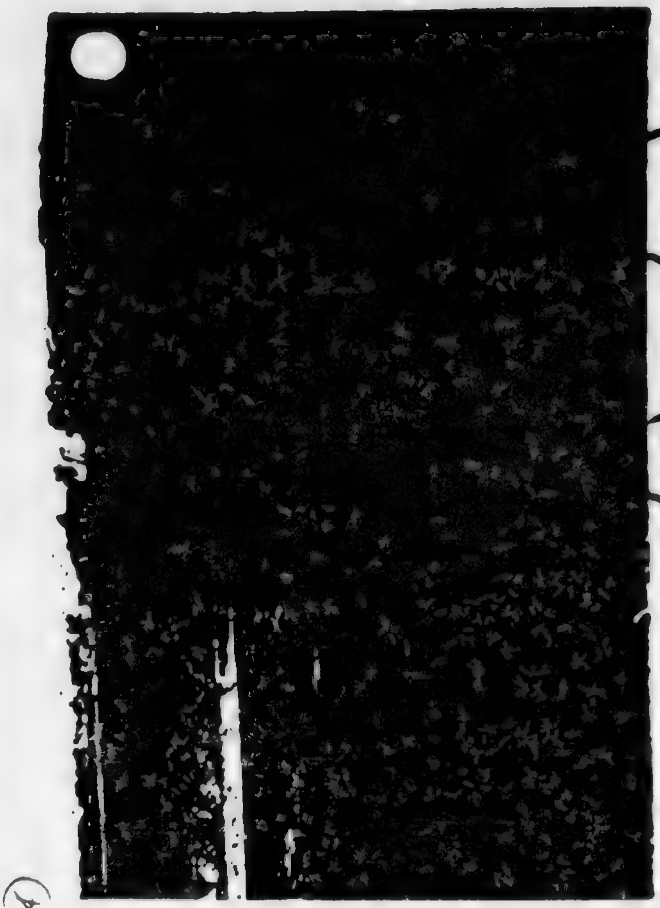

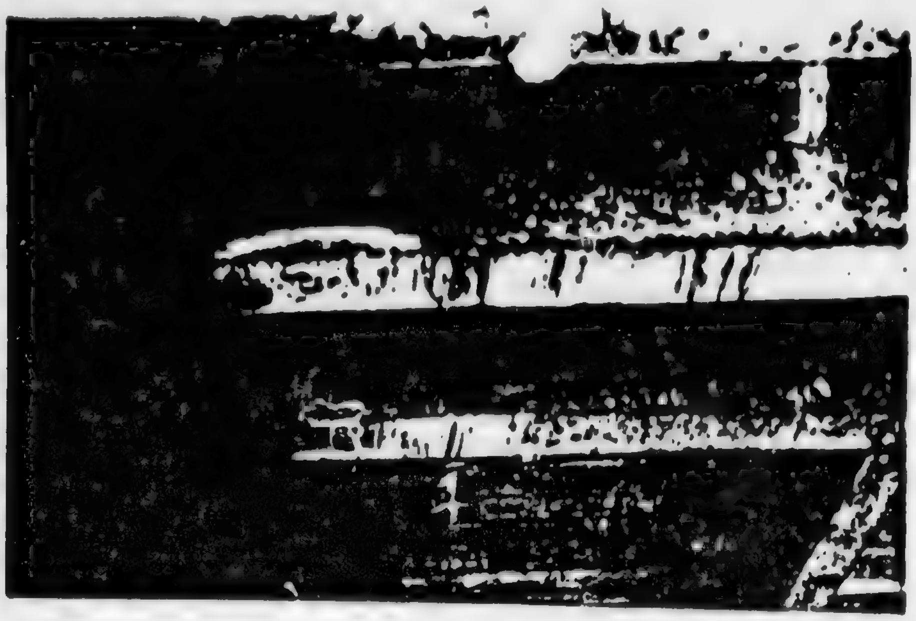

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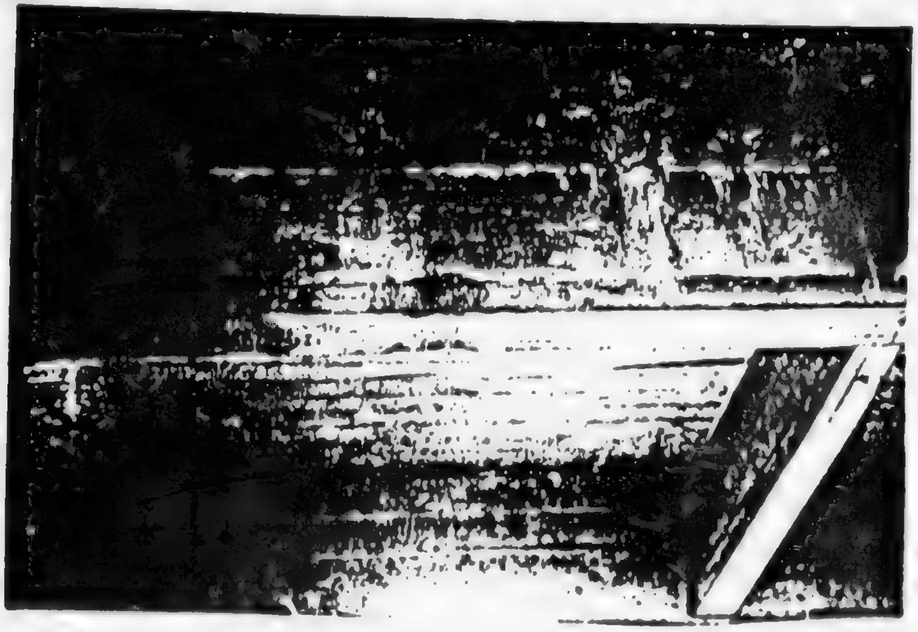

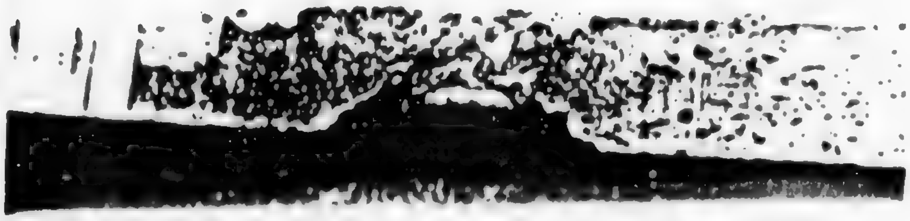

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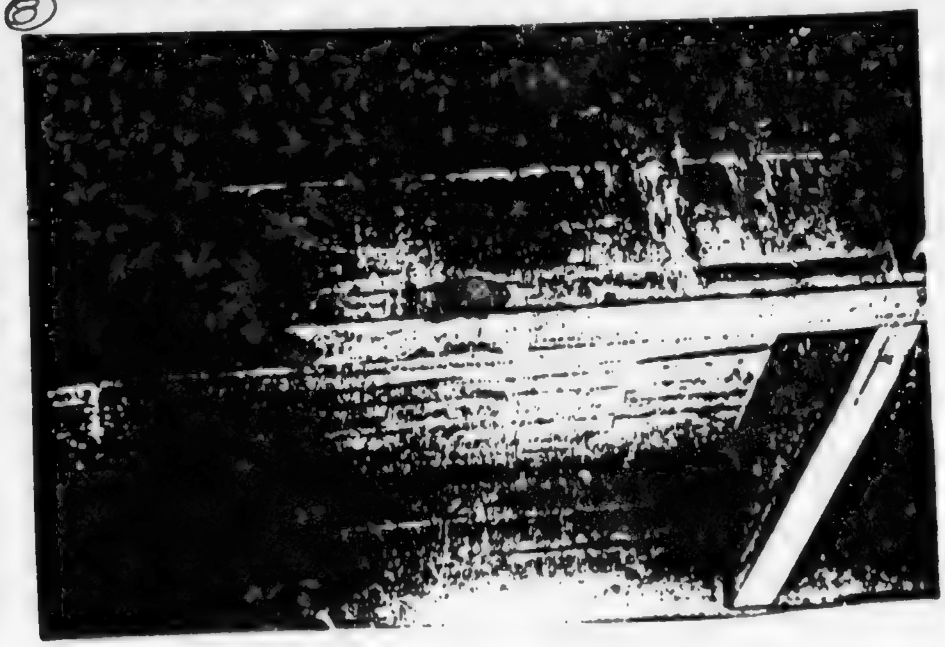

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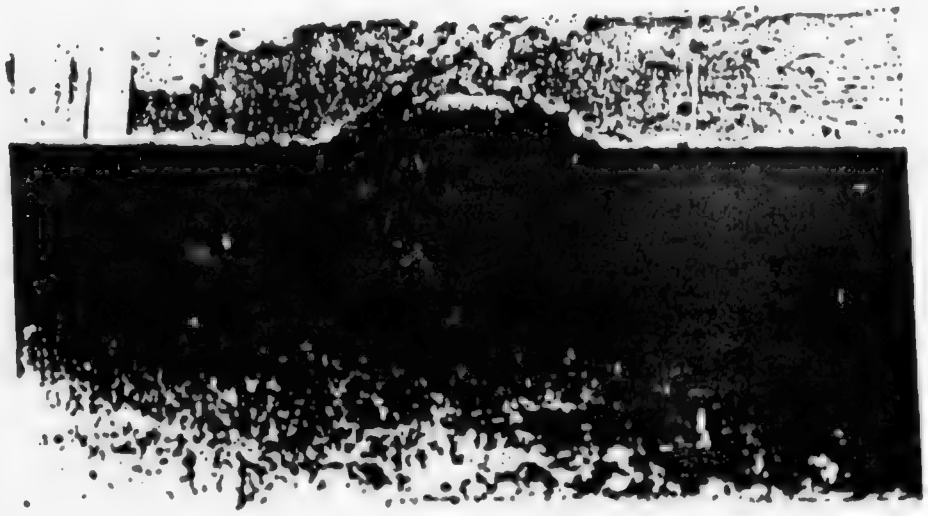

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

M McCALL
GOVERNOR

KLABOE
of Highways

RECEIVED
JUL 8 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

July 5, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Sutherlin-Winchester Section
Pacific Highway
Douglas County

NOTED
E. S. HUNTER

Dear Mr. Green:

In the process of performing the overlay and safety work on the subject project it will be necessary to replace the existing nonstandard metal median barrier. The estimated cost to replace it with current standard design is estimated at $17.50 per linear foot. The cost of replacing it with precast concrete median barrier is estimated to be $15.00 per linear foot.

We believe concrete barrier should be the type selected for this project and ask your concurrence in this choice for the following reasons.

1. Minimum design clearance cannot be provided with the metal barrier in the 8.4 foot median.
2. The barrier must be raised to provide for an overlay.
3. Concrete median barrier is less expensive than the metal barrier.
4. Concrete median barrier of the New Jersey type has been demonstrated to more safely redirect errant vehicles than the metal barrier.
5. Use of concrete median barrier requires less maintenance. Therefore, safety to the motorist is enhanced and also to maintenance forces.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By Frank E. Terpin
Frank E. Terpin
Final Design Engineer

FET:we
cc: E. S. Hunter
~~A. E. Shirley~~
R. N. Chase
C. G. Swenson
W. E. Cole

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 28, 1974

TO MEMORANDUM TO THE FILES

W. E. Cole

FROM W. E. Cole, Design Team Supervisor

SUBJECT Sutherlin-Winchester Section
Pacific Highway
Douglas County
(Design Review)

1 Versteeg ✓
2 A. Olson
3 Terpin
Scott
4 Swanson
R. Olson
Trout

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ROAD DESIGN SECTI

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A design review meeting was held in Region 3 on the subject project. In attendance were:

Bill Cole	Final Design, Salem
Jerry Maness	Final Design, Salem
Tom Lowe	FHWA
Bryant Jackmond	Construction, Salem
J. X. Wilson	Region Construction Engineer
Vernon Schull	Resident Engineer
Jack McCormick	District Engineer
Ed Engleman	Region Environmentalist

REFERRED TO

WEC [✓ Cole] Reed
Eriksen Sample
Hager Watson
Return ☐ Forward ☐
[✓ Discuss] ☐ File ☐
BY FINAL DESIGN ENGINEER

Remarks:

1. Sheet 2 - Paving details at bridge ends were revised as to the thickness of existing pavement to be removed. Region wanted this notation more flexible so as to allow the removal of all asphalt pavement if required.

2. Sheet 2A - Region questioned the bench section. They wanted to eliminate one of the benches and develop just one 60' high bench. After studying cross sections it was decided to leave as is.

3. ✓ Sheet 2C - Any paving outside of shoulder area - ditch, etc., when paved shall be a minimum of 4" thick - we showed 2". Region says that 2" paving breaks up under emergency traffic conditions.

Leave As is on plans 2" Cole
7/3/74

4. Sheet 2E - Rodgers Road Overcrossing conc. median barrier detail was revised to eliminate the small concrete fillet that was introduced more for aesthetics than as a structural unit.

5. Plans in General - a) Tom Lowe, FHWA, does not want to participate in guardrail replacement on interchange legs but the precedent has already been set on other interstate projects. Flexible guide posts were requested to be eliminated by the Region. J. X. Wilson's letter will follow request.

6. The disposal area for the excess material from the slide correction will be the northbound sites as recommended in Vernon Schull's letter dated June 25, 1975. These both are within the right of way limits.

7. Some drainage correction was requested by Jack McCormick to be included in this project but Tom Lowe, FHWA, does not feel that it would qualify under the safety program. Tom will follow up with a report on this.

8. Some time was also spent on reviewing the Canyonville-Glendale Junction Section since time did not allow for a plans-in-hand inspection on this project. Minor revisions were made.

WEC:jh
cc: To All Participants

SC 59

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 25, 1974
26

SUBJECT: Waste Area
Sutherlin Interchange-
Winchester Interchange
Pacific Highway
Douglas County

To: J. X. Wilson
Region Construction Engineer
Roseburg

Reference Frank Terpin's letter of June 13, 1974.

The suggested waste area NB 2117+00 to NB 2230+00 would hold the 25,000 c.y. however I would prefer the one NB 1955+00 to NB 1977+00.

2117 - 2230 is adjacent to and southerly of a S.P.R.R. O-Xing structure on a 2.25% grade, and behind guardrail. Really not a good place to be restricting traffic where a choice can be made. 1955 - 1970 is a nearly flat grade, 1970 - 1977 is 1.87% grade and good visibility.

Due to differences in grade between NB & SB through most of this area, haul through the Median would be most practicable 1952 - 1955, the main Exc. area 2045 - 2055, and 2250 - 2251.

The required embankment areas are in the Median with shallow fills. My thinking is that it will require sorting of the material with finer material going to the Median and larger material to waste area. If the waste area could be in the same direction, from the Exc. area, as the embankment area I believe it would be the least hindrance to traffic.

The best solution would be to use both waste areas so the haul, from the Exc. area, would all go one direction only at any given time.

1 ✓
2 T
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Vernon E. Shull
Vernon E. Shull
Resident Engineer

we Copy Environmental sec

NOTED
W. E. COLE

6-26-74

CC: Frank Terpin ✓ - We propose to cover waste mat'l. with select embankment from the project. Method of payment & spec. will have to be provided in spec. provisions.

2057 6-25-74

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OSHD (Versteeg)
OSHD (Shirley)

INSPECTION REPORT

REGION NO. 10	REPORT ON Plan-In-Hand Inspection	DIVISION Oregon
DATE OF INSPECTION 6/25/74	INSPECTION MADE BY T. P. Lowe, Area Engineer Original Signed by T. P. LOWE	PROJECT NO. I-5-3(-)

IN COMPANY WITH
J. X. Wilson, Bill Cole, Bryant Jackman, Vern Shull, Mack McCormack

REMARKS

SUTHERLIN-WINCHESTER SECTION
PACIFIC HIGHWAY
Overlay and Safety

Scope:

The plans were reviewed page by page in the Regional office followed by an on site inspection.

Comments and Recommendations:

1. The plans will designate areas for disposal of excess material within the R/W.

2. All existing guardrail will either be eliminated or replaced with guardrial meeting current standards. This includes guardrail at ramp terminals. Since most ramp terminals are in low speed areas I question the cost effectiveness of replacing the existing rail at this time. I recommend a cost effectiveness study be made to determine if replacing guardrail at off-through lane locations is warranted.

3. Approximately 70,000 cy of aggregate will be required for the project. No designated source is indicated. The State thinks the contractor will elect to use commercial sources in the area.

4. At Station 1723 to 1740 a drainage curb is shown on the inside of the curve. The fill slope is fairly granular and erosion has not been a problem. The District Maintenance Engineer requested this curb be eliminated.

The signing plans were not available for this review.

1/2 ✓ a.xf.

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FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED ★ GPO: [illegible]

8059

Form FHWA 121 (Rev. 8-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 18, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-5-3(-)130
Sutherlin Jct-Winchester Section
Pavement Overlay

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I cannot approve the four inch AC overlay requested in Mr. Wolfe's April 15 letter. However, I do approve an AC overlay of two inches with leveling and a one inch open-graded plant mix seal which can be supported by the William's method.

G. K. [illegible]
for G. L. Green

NOTED
E. S. HUNTER

cc Wolfe
Vanstrom
6-21-74

NOTED
A. E. JOHNSON

RECEIVED
JUN 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8059

Salem, Oregon

June 13, 1974

J. X. Wilson, Region III Construction Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Sutherlin Interchange- Winchester
  Interchange Section
~~Pacific Highway~~
Douglas County

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It is anticipated that there will be approximately 25,000 cubic yards of excess material to be disposed of on the subject project.

It is also anticipated that the excess will be large rock from the excavations. The locations recommended for the disposal of this material were adjacent to fill slopes NB 1955+00 to NB 1977+00. Utilization of those areas would require a large amount of topsoil, estimated at 8000 cubic yards.

Review of the cross-sections indicate that another area, NB 2117+00 to NB 2230+00, if used, would require only 1500 cubic yards of topsoil. Savings in haul would not be significant if you consider it permissible to haul through the median.

Will you please review the problem of disposing of the excess and give us your recommendation?

FET:we
cc: W. E. Cole

8057

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE May 6, 1974

TO MEMO TO THE FILES

W. E. Cole

FROM W. E. Cole, Design Team Supervisor

SUBJECT Sutherlin Interchange-Winchester Interchange Section
Pacific Highway
Douglas County

This project has only two major cuts, both of which are located along the northbound roadway. They will produce approximately 52,000 yards of material. The embankment required is only 30,000 yards.

George Wills was contacted to find out about how much of the cut material will be usable and what to do with excess material. He conferred with Fred Yarbrough and they decided that only approximately half of the cut material should be used for the shallow fills on the project due to their being largely rock and the remainder should be wasted since it cannot be incorporated in the embankments.

Based on this information we plan to show the embankment on the plans as embankment in place along with the total excavation. We plan to show the two possible disposal areas for the approximately 26,000 yards of wasted material.

J. X. Wilson, Regional Construction Engineer, was contacted and he agreed with our proposal.

1 ✓
2

JH:we
cc: Fred Yarbrough
George Wills
J. X. Wilson

we copy

[illegible] SECTION

8059

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 15, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

NOTED
E. S. HUNTER

Dear Mr. Green:

Re: Sutherlin Junction-Winchester
Pacific Highway, Douglas County

An evaluation of the overlay requirements on the subject section has been completed. Three overlay procedures, underdesign, deflection, and the "Williams Method" were used to obtain the result recommended and are included in the report.

Two copies of the overlay design analysis are attached for your review. Should any questions arise about the analysis, they will be answered promptly.

Your approval of the four-inch asphaltic concrete overlay with leveling, plus one-inch open graded plant mix seal, is requested.

Very truly yours,

Victor D. Wolfe
Location Engineer

RECEIVED
[illegible]
ASSISTANT STATE [illegible] ENGINEER

Attach

JWF:af jp
cc E.S. Hunter
Clarence Gregg

5057

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 4, 1974

TO J. X. Wilson, Region III Construction Engineer

FROM Frank E. Terpin, Final Design Engineer

SUBJECT (Surfacing Treatment at Existing Bridge Ends)
Sutherlin Junction-Winchester Section
Pacific Highway
Douglas County

RECEIVED
ROAD DESIGN
Other

Three proposals considered on the subject are:

1. Raise the structure to the new grade. This treatment, generally the most desirable, is expensive. Sometimes it is so costly it can not be economically justified. In other cases it is not feasible to raise the structure because of length. Interference with traffic is significant but not to the degree as with excavating the existing surfacing.

2. Excavate the existing surfacing for a distance from each end of the structure and replace with full-depth asphalt as needed to provide the C.B.E. requirements.

   The problems encountered removing the existing surfacing at bridge ends and replacing with deep lift asphaltic concrete surfacing on overlay projects can be numerous especially when existing traffic has to be staged through narrow width bridges (less than 38 feet).

   The hazards encountered by the traveling public include narrowing to one-lane traffic for most of the workdays during a two week period. Also, the problem of accommodating over-width vehicles (over 12 foot wide loads) during this period of construction. The major problem is the 14 foot wide trailers and modular homes that are becoming more and more numerous on our freeways. They have a tendency to stop or reduce speed to a crawl when encountering restricted horizontal clearance, thereby backing traffic up behind them.

3. Reduce the overlay thickness for a distance from each end of the structure the amount necessary to meet the structure or to overlay the structure as permitted by the Bridge Design Section. This treatment would, therefore, not provide the required pavement strength at the ends of the structures.

> On those projects requiring three inch overlays or less this problem is perhaps not too significant. On those projects that require over three inches this could be a major problem since the pavement strength would be reduced substantially. The decision to use this alternate must be carefully considered. The responsibility for recommending this alternate lies with the Region as you will be responsible if the pavement at structure ends should fail.

Each bridge end should be studied individually as to the seriousness of the problem. Refer to the included list of bridges that will be encountered on this project (including their respective roadway widths). The proposed overlay is four inches. (incl. "E" mix seal)

Would you please review the proposals and recommend which proposal you want used.

This project has been placed on a priority list to be contracted as soon as plans can be completed. Therefore, it would be appreciated if we could have your decision by April 19, 1974.

FET:we
Attachment
cc: W. E. Cole

Sutherlin Junction-Winchester Section

Sutherlin Interchange Overcrossing - Roadway Width 76'-5",
(M.P. 136.52) (Br. No. 7565A)

Rogers Road Overcrossing - N.B. Roadway Width 37' (M.P. 133.25)
(Br. No. 7627A)
S.B. Roadway Width 40' (M.P. 133.25)
(Br. No. 7627B)

Wilbur Road Overcrossing - N.B. Roadway Width 37' (M.P. 132.00)
(Br. No. 7629B)
S.B. Roadway Width 40' (M.P. 131.91)
(Br. No. 7629A)

Sutherlin Creek Overcrossing - N.B. Roadway Width 30' (M.P. 131.47)
(Br. No. 7628)
S.B. Roadway Width 30' (M.P. 131.45)
(Br. No. 7628A)

Wilbur Overcrossing - N.B. Roadway Width 30' (M.P. 130.45) (Br. No. 7631)
S.B. Roadway Width 30' (M.P. 130.46) (Br. No. 7631A)

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Sutherlin Jct.-Winchester
Highway: Pacific (FAR 3)
County: Douglas
Prefix: 610-1934

Res. Engr.
Approx. Length 7.52± miles
Sta. 1775+00± to Sta. 2284+50±
Date April 1, 1974

Mean Truck A.D.T. 1992
Traffic Coefficient 10.7 (1973-1983)
18 kip s. a. per day 1018.2

Annual Precipitation 32"±
Frost Penetration - - - -
CBE Total Requirement 33.0"

(1)

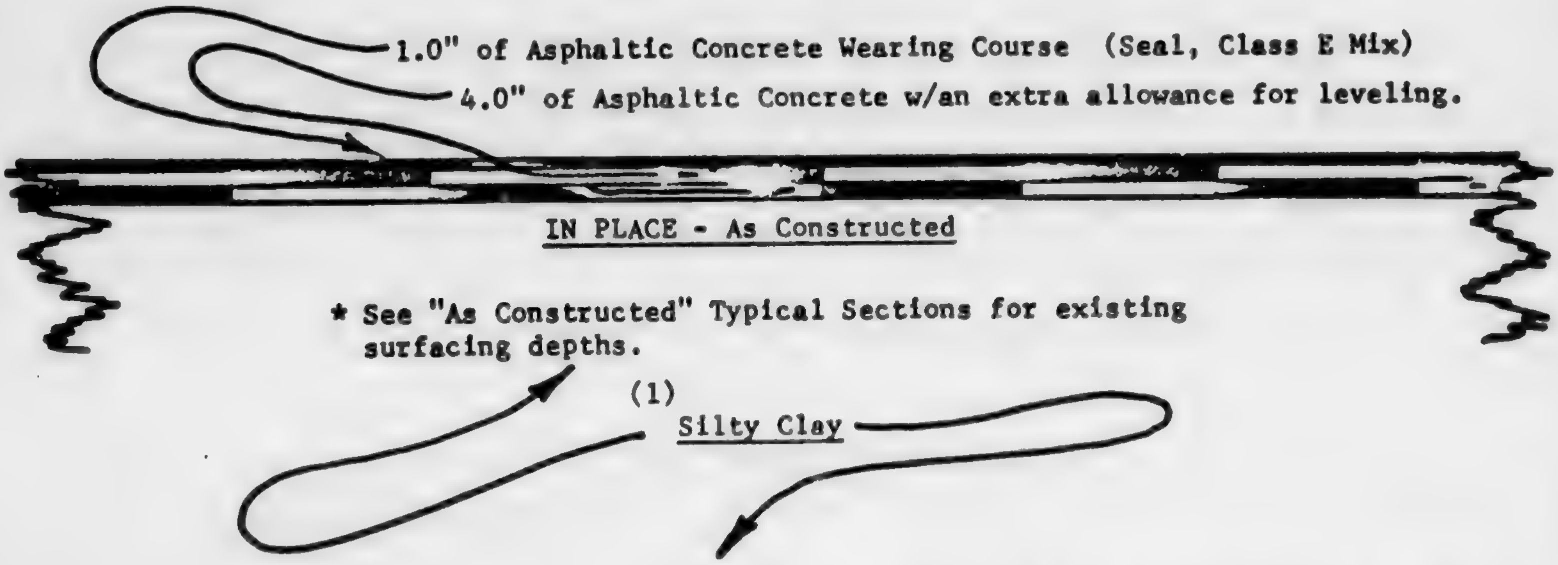
Typical Soil	
70	LL
49	PI
90	%P 10
74	%P 200
10	% Gravel
6	% C Sand
10	% F Sand
27	% Silt
47	% Clay
13	R Value
A-7-6	AASHO Classif.

Materials Source:

To be determined
by the Engineer.

Credit	Actual Thick.	Component
	1.0	A.C.W.C.
	4.0	A.C.
	*IN PLACE, "As Constructed"	

STRUCTURAL SECTION
EXISTING ROADWAY, (Where Utilized)



1.0" of Asphaltic Concrete Wearing Course (Seal, Class E Mix)

4.0" of Asphaltic Concrete w/an extra allowance for leveling.

IN PLACE - As Constructed

* See "As Constructed" Typical Sections for existing surfacing depths.

(1)
Silty Clay

Submitted by for C. J.
Base/Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A. (2)✓
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Inventory & Needs Engineer

Page 2

SECTION: Sutherlin Jct.-Winchester

HIGHWAY: Pacific (FAP 3)

COUNTY: Douglas

"OTHER ROADS"

Traffic Coefficient	A.C. W.C.	*A.C. Wearing Surface*	A.C. Base	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
NEW WORK MAINLINE	1.0"	2.0"	14.0"	---	---	33.0"	17.0"
9.0 - 10.0		2.0"	10.0"	---	5.0"	29.5"	17.0"
8.0 - 9.0		2.0"	9.0"	---	4.0"	26.0"	15.0"
7.0 - 8.0		2.0"	7.0"	---	5.0"	23.0"	14.0"
6.0 - 7.0		2.0"	2.0"	---	12.0"	20.0"	16.0"
4.8 - 6.0		2.0"	---	---	13.0"	17.0"	15.0"
Cars Only		2.0"	---	---	8.0"	12.5"	10.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 1.0" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 1, 1974

TO Victor D. Wolfe, Location Engineer

J. W. [illegible] for C. J. Gregg

FROM C. J. Gregg, Base Design Engineer

SUBJECT Overlay Design Recommendations
Sutherlin Jct.-Winchester
Pacific Highway (FAR 3)
Douglas County

Following is a report on the evaluation of the pavement structural sections from Station 1775+00± to Station 2284+50± of the subject project. Grading and paving were completed under four contracts.

The existing pavement structural sections for the project were analyzed to determine the overlay thickness required to successfully complete the twenty-year design period. This was accomplished by sampling the material sources used for the original projects, testing existing pavement cores, and duplicating in the laboratory from project records, mix designs, and aggregate materials required by standard specifications current at the time of construction. The results of these tests are then compared to present-day standard specifications to establish the equivalencies used in the computations. Below are the equivalencies established by the Laboratory for the subject section:

(Current Specification Crushed Base Equivalent = CBE = 1.0")

Contract #4157 (1954-55)

Asphaltic Concrete	CBE = 1.7"
Top Course Base (3/4"-0)	CBE = 1.0"
Bottom Course Base (3"-0)	CBE = 0.5"
Selected Subgrade Material (Non-Specification)	Not considered

Contract #6358 (1964-65)

Asphaltic Concrete	CBE = 1.8"
Plant Mixed Bituminous Base	CBE = 1.8"
Cement Treated Base	CBE = 1.8"
Subbase Material	CBE = 0.5"

Underdesign Method

The result indicated below is the difference in crushed base equivalent credit allowed in the original surfacing design and the present (1974) design requirements. Supporting data includes Sketch Map (1); "As Constructed" Typical Section and "Project Base Design", A-1 through A-1-f; Laboratory reports and letters, A-2 through A-2-j; and Traffic Analysis sheets, A-3 and A-3-a.

The sections from SB Station 1888+00± to Station 1900+00± and NB Station 1900+00± to Station 2284+50± had Selected Subgrade Material as part of the structural section. No record of the source location or test results of the S.S.M. has been found. As the soil subgrade has been improved, a minimum thickness for the traffic classification was used in the computations for these sections rather than the original value of the soil.

SB Station 1815+00± to Station 1848+50±
NB Station 1835+50± to Station 1900+00±
SB Station 1900+00± to Station 2064+58±
SB Station 2257+70± to Station 2284+50±

R-Value = 13
Traffic Coefficient (1963-1983) = 11.5
CBE Requirement = 35.5"
Constructed CBE = 21.0"
Total Underdesign = 14.5"
Asphaltic Concrete Overlay Required = 7.25" or 7.5"

SB Station 1888+00± to Station 1900+00±
NB Station 1900+00± to Station 2284+50±

R-Value Minimum for Traffic Classification
Traffic Coefficient (1963-1983) = 11.5
CBE Requirement = 26.5"
Constructed CBE = 15.0"
Total Underdesign = 11.5"
Asphaltic Concrete Overlay Required = 5.75" or 6.0"

SB Station 2064+58± to Station 2257+70±

R-Value = 13
Traffic Coefficient (1963-1983) = 11.5
CBE Requirement = 35.5"
Constructed CBE = 26.0"
Total Underdesign = 9.5"
Asphaltic Concrete Overlay Required = 4.75" or 5.0"

Deflection Method

Deflection measurements were made on this section in May, 1970 and June, 1971. The results are shown below, and a summary of the tests is attached, A-4.

Station 1775+00± to Station 2284+50±

		S.B.	N.B.
Average Deflection	=	0.010	0.012
Evaluated (80%) O.W.T.	=	0.012	0.013
1973-1983 Traffic Coefficient	=	10.7	10.7
Eleven Year E.W.L. (Remainder of design period)	=	50,263,180	50,263,180
Tolerable Deflection	=	0.009	0.009
Percent Reduction Required	=	25.0	30.8
Crushed Base Equivalent Required	=	2.0"	2.5"
Asphaltic Concrete Overlay Required	=	1.0"	1.25" or 1.5"

No condition survey was made on this section, so this method of overlay analysis has been omitted.

Williams Method

Traffic Analysis sheets used in the computations below are numbered A-5 through A-5-b.

Station 1775+00± to Station 2284+50±

Data:

1963 - Authorization Date
1963 to 1983 - 20 Year Design Period
1965 - Year opened to traffic
1973 - Year pavement reached $P_t = 2.5$ (Based on observation of existing roadway condition.)
100% Trucks in Design Lane
50-50 ADT Split (Included on Traffic Analysis Sheet)
Soil Support Value = 3.7 (Based on R = 13)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14 (AASHO Interim Guide for Design of Pavement Structures, 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1963 traffic data and 18 kip Traffic Analysis Sheets.

Deflection Method

Deflection measurements were made on this section in May, 1970 and June, 1971. The results are shown below, and a summary of the tests is attached, A-4.

Station 1775+00± to Station 2284+50±

		S.B.	N.B.
Average Deflection	=	0.010	0.012
Evaluated (80%) O.W.T.	=	0.012	0.013
1973-1983 Traffic Coefficient	=	10.7	10.7
Eleven Year E.W.L. (Remainder of design period)	=	50,263,180	50,263,180
Tolerable Deflection	=	0.009	0.009
Percent Reduction Required	=	25.0	30.8
Crushed Base Equivalent Required	=	2.0"	2.5"
Asphaltic Concrete Overlay Required	=	1.0"	1.25" or 1.5"

No condition survey was made on this section, so this method of overlay analysis has been omitted.

Williams Method

Traffic Analysis sheets used in the computations below are numbered A-5 through A-5-b.

Station 1775+00± to Station 2284+50±

Data:

1963 - Authorization Date
1963 to 1983 - 20 Year Design Period
1965 - Year opened to traffic
1973 - Year pavement reached $P_t = 2.5$ (Based on observation of existing roadway condition.)
100% Trucks in Design Lane
50-50 ADT Split (Included on Traffic Analysis Sheet)
Soil Support Value = 3.7 (Based on R = 13)
Regional Factor = 1.0
Layer Coefficient for Crushed Stone Base Course = 0.14 (AASHO Interim Guide for Design of Pavement Structures, 1972)

ANALYSIS

Loading was determined for the periods under consideration by using 1963 traffic data and 18 kip Traffic Analysis Sheets.

1965 - 1973 (Year of opening to year pavement reached $P_t = 2.5$)
Average Daily 18 kip Loads = 830.1
Total 18 kip Loads (1965-1973) = 2,423,759

From AASHO Chart 400-2, $P_t = 2.5$
SN Supplied = 4.18

1965 - 1983 (Remainder of Design Period after opening)
Average Daily 18 kip Loads = 1065.1
Total 18 kip Loads (1965-1983) = 6,997,445

From AASHO Chart 400-1, $P_t = 2.0$
SN Required = 4.52

SN Required = 4.52
SN Supplied (Opening to 1973) = 4.18
SN To be added = 0.34

CBE Required = 0.34/0.14 = 2.43"

A.C. Overlay Required = 1/2 CBE Required
= 1/2 (2.43") = 1.22" say 1.5"

Recommendations

The data presented above indicates that a minimum of four inches asphaltic concrete overlay is required to successfully complete the planned twenty-year design period. Our recommendation is to place four inches of asphaltic concrete plus a nominal level course, and, dependent upon the availability of asphalt, a one-inch open-graded plant mix seal.

CJG:af

Sutherlin Jct.-Winchester
Pacific Highway (FAR 3)
Douglas County

INDEX TO ATTACHMENTS

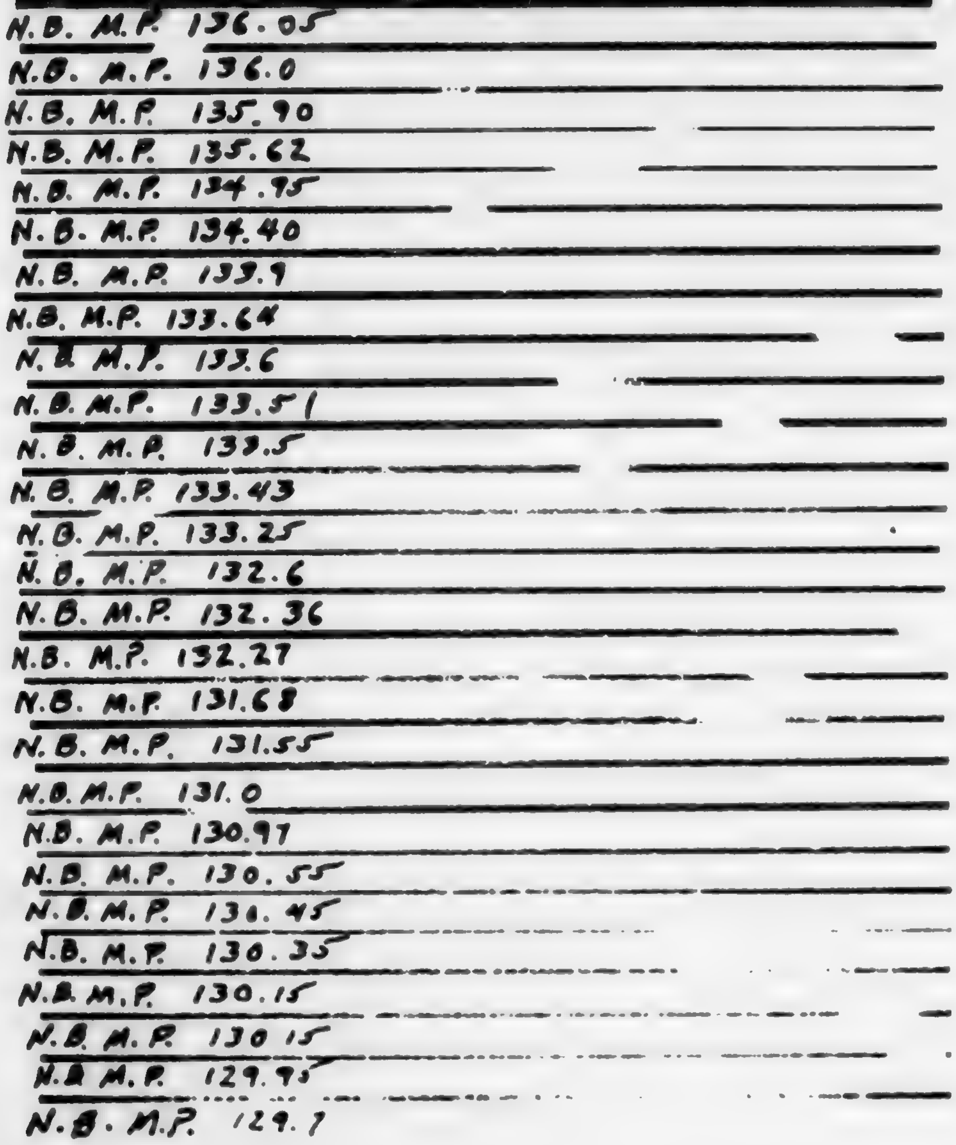
Item	Page
Sketch Map	(1)
"As Constructed" Typical Sections	A-1, A-1-a, A-1-b, A-1-c, and A-1-d
Base Design, 1963	A-1-e and A-1-f
Laboratory Letters	A-2 and A-2-a
Laboratory Reports (Core Tests)	A-2-b, A-2-c, and A-2-d
Laboratory Reports (Aggregate)	A-2-e, A-2-f, and A-2-g
Laboratory Reports (Mix Design)	A-2-h, A-2-i, and A-2-j
Traffic Analysis	A-3 and A-3-a
Deflection Measurements	A-4
Traffic Analysis for "Williams Method"	A-5, A-5-a, and A-5-b

Sutherlin Jct. - Winchester
Pacific Highway (FAR 3)
Douglas County

Northbound Lanes

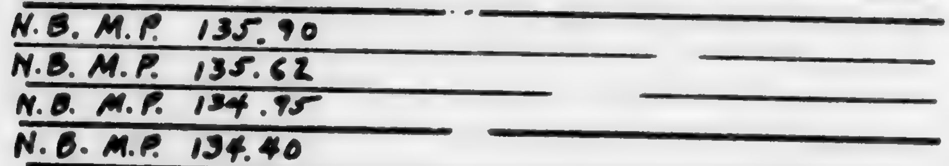
January 24, 1974 and
May 2, 1974

14



1974 and

13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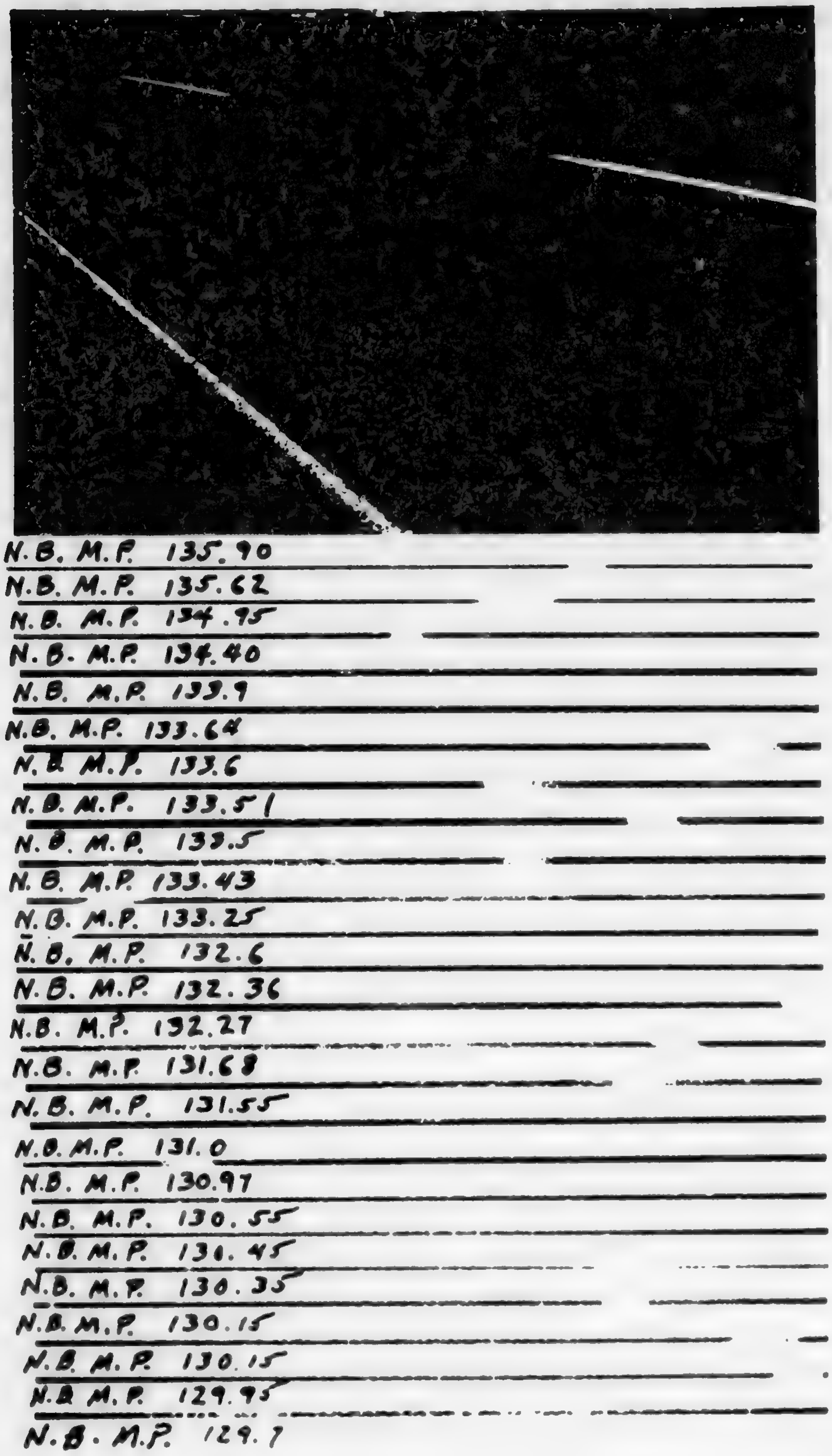
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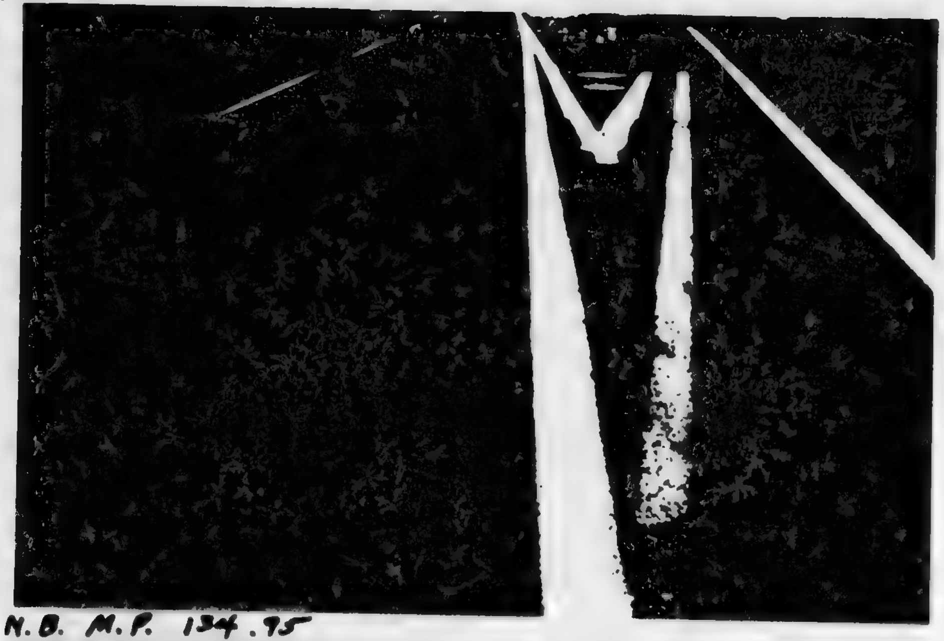

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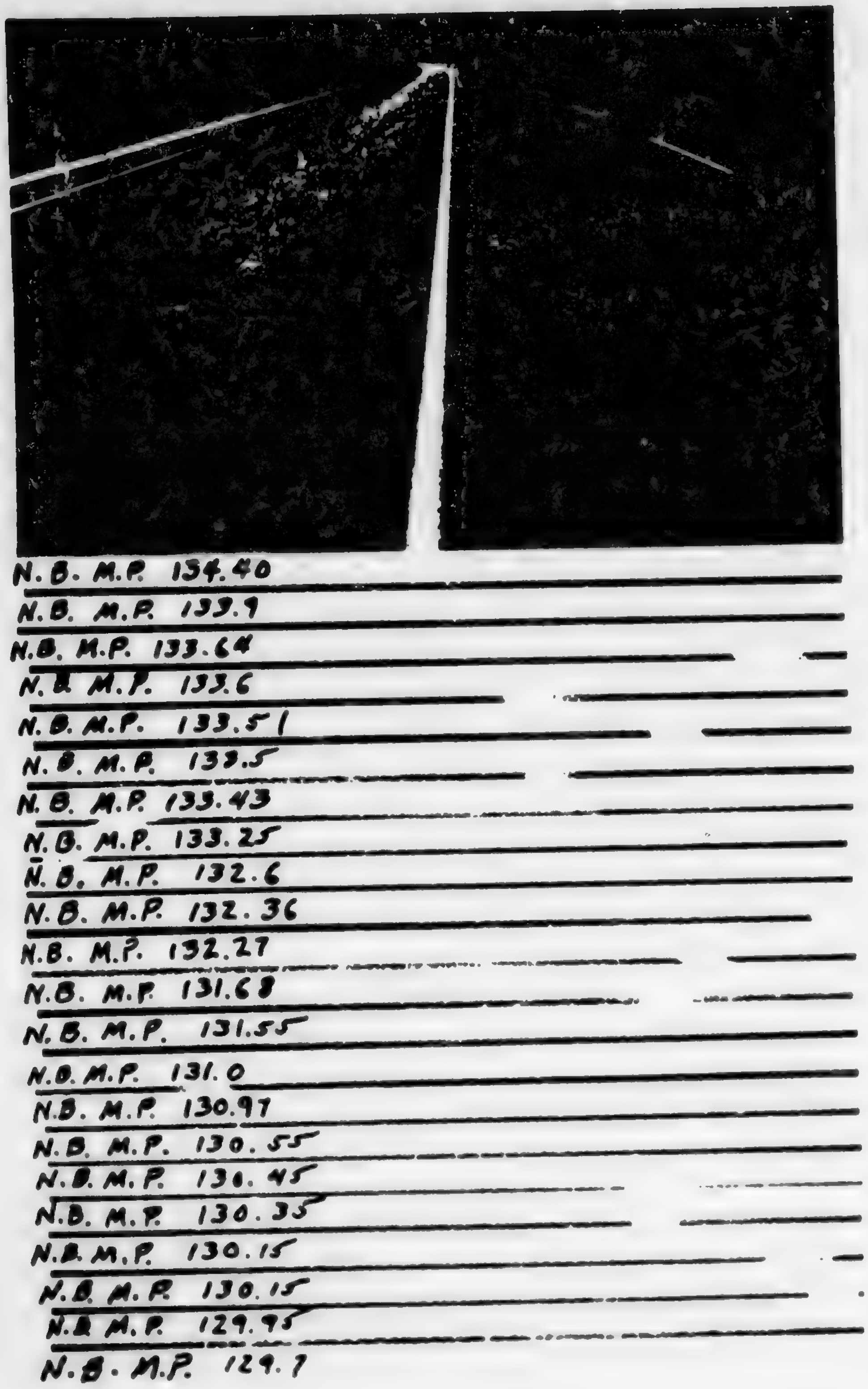
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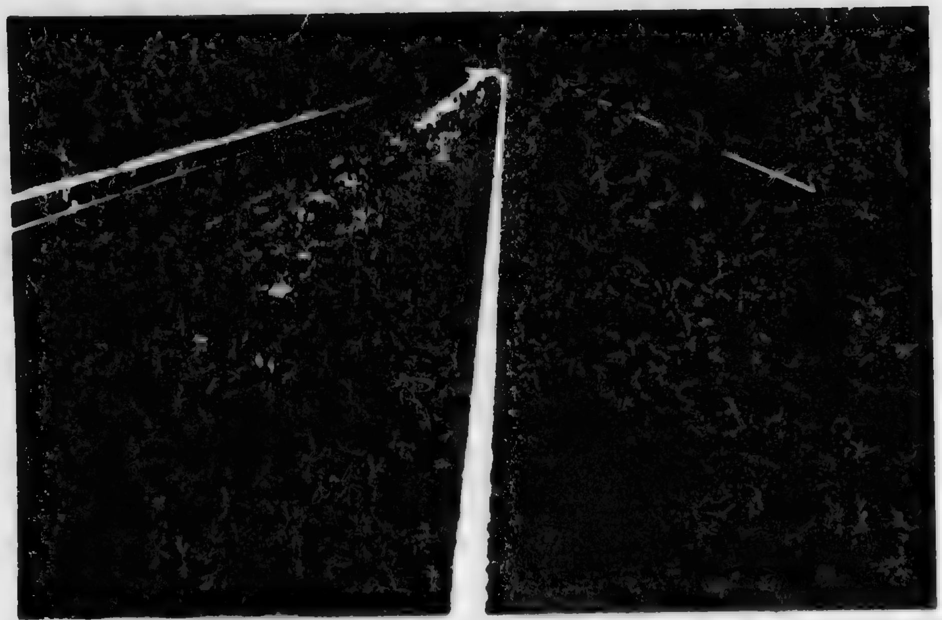

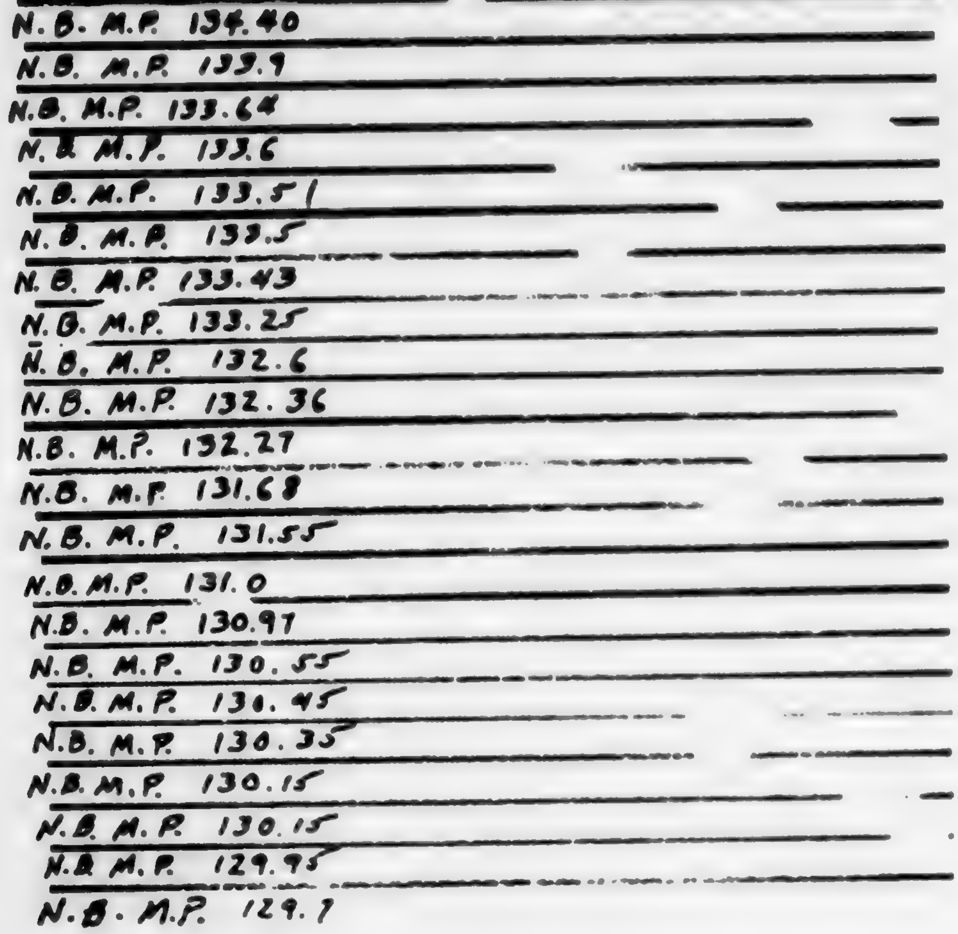
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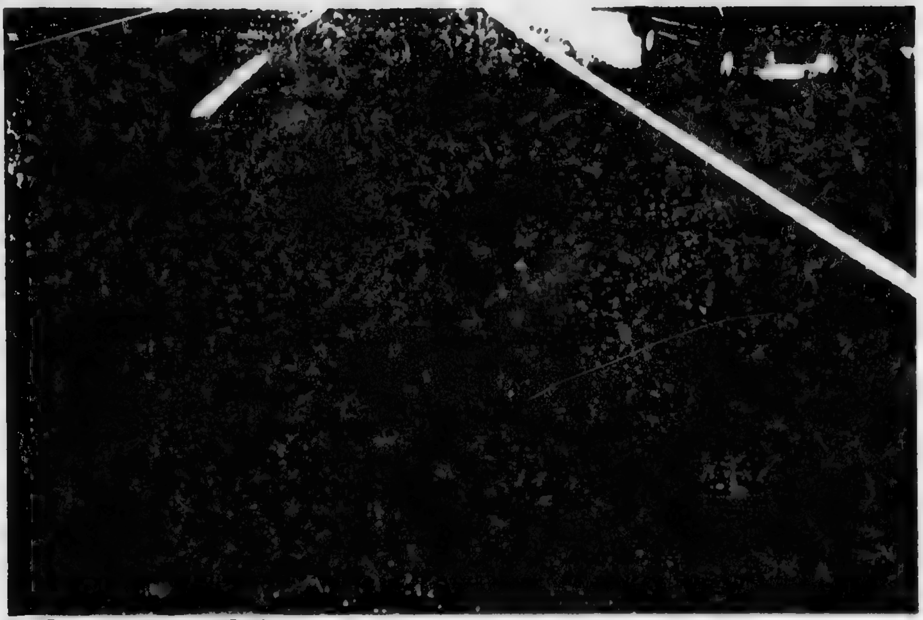

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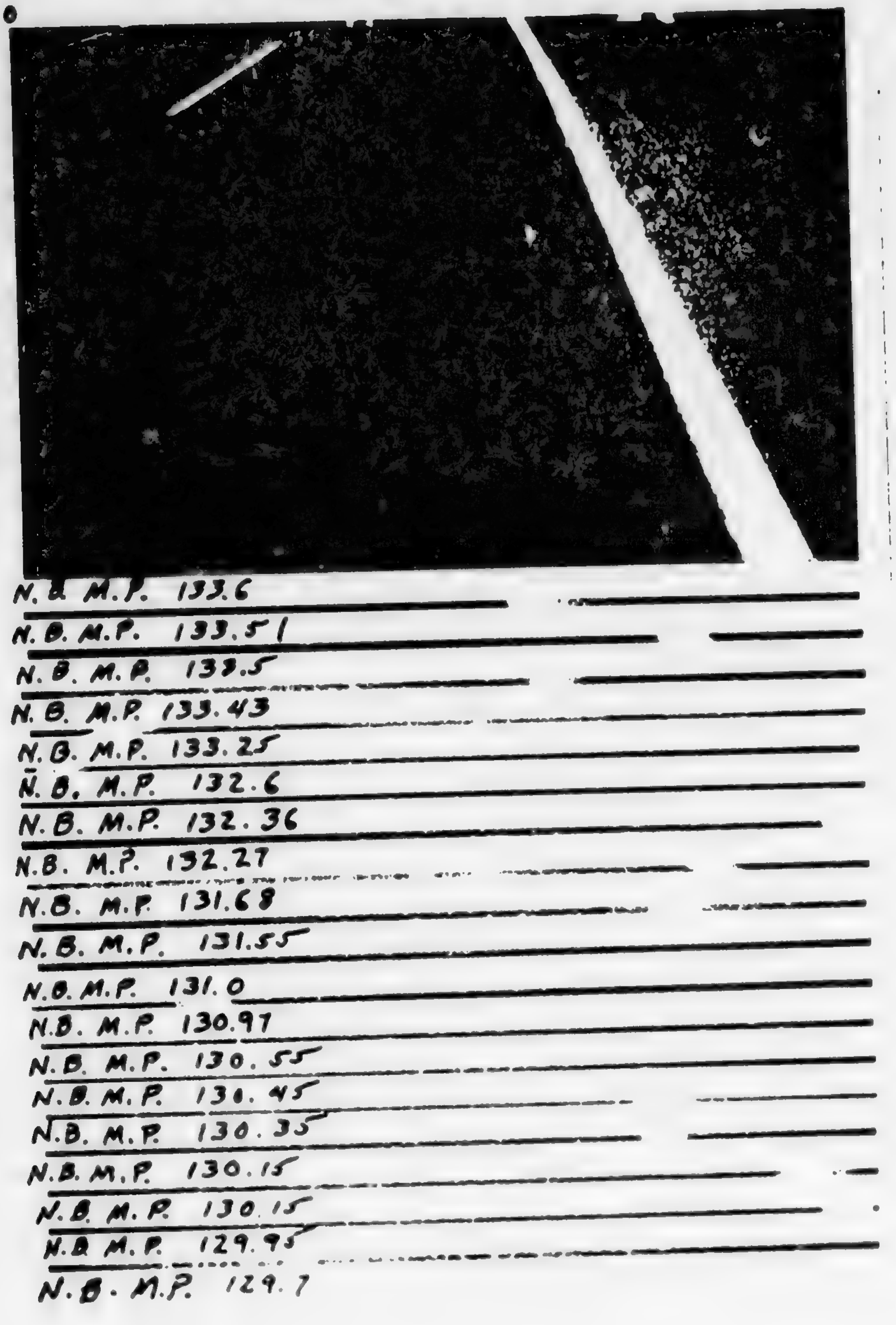
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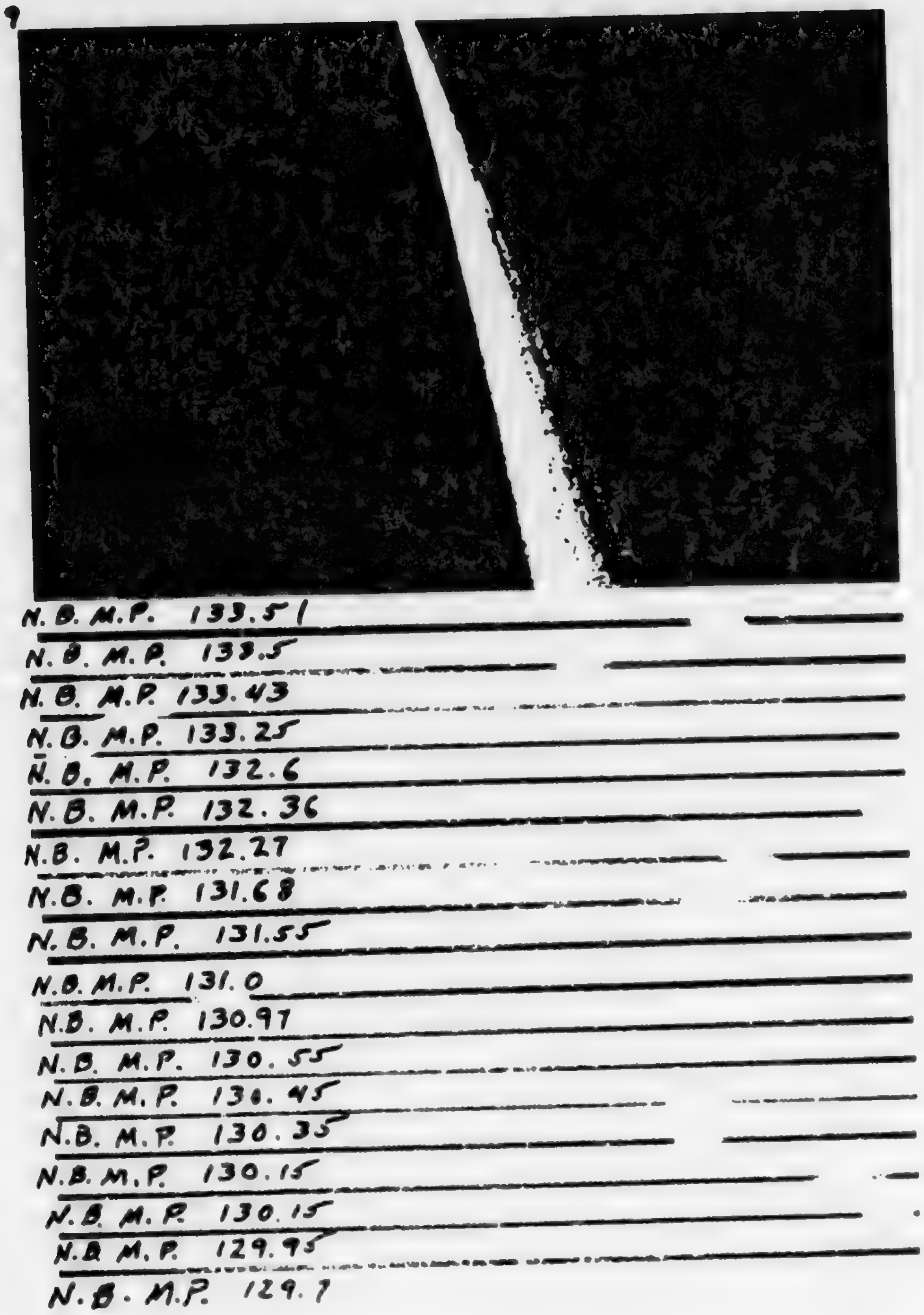
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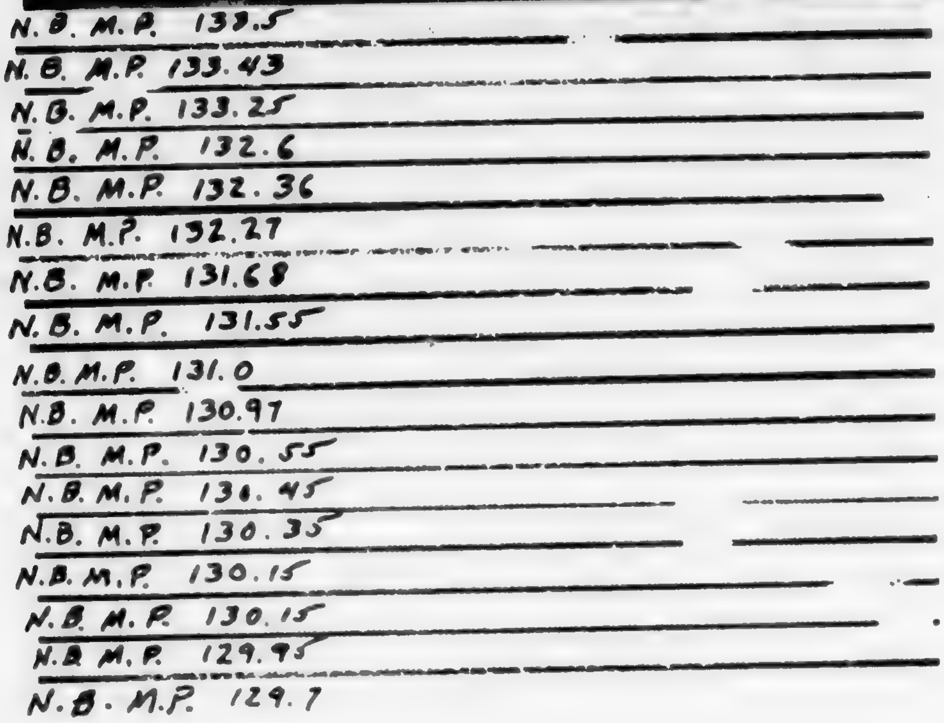
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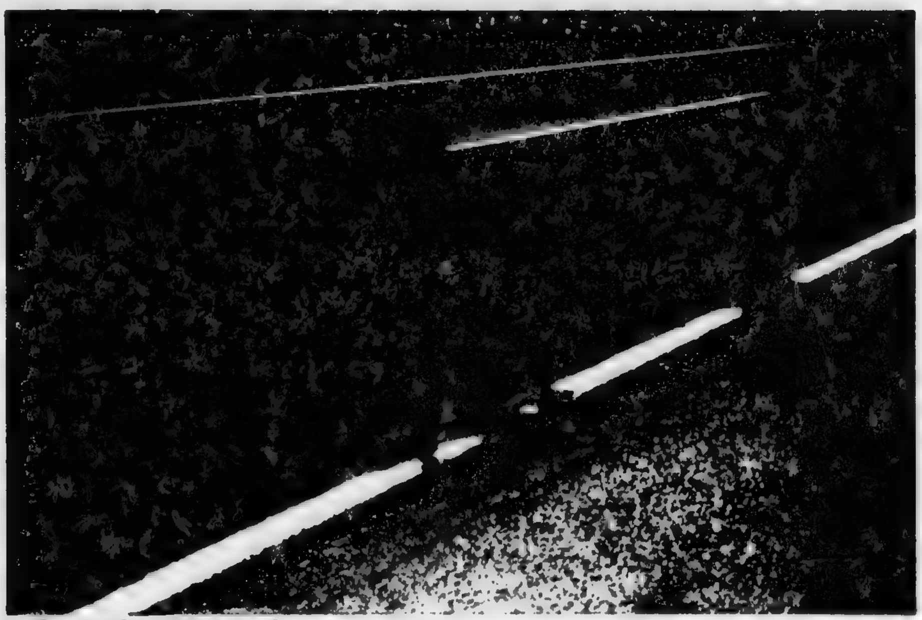

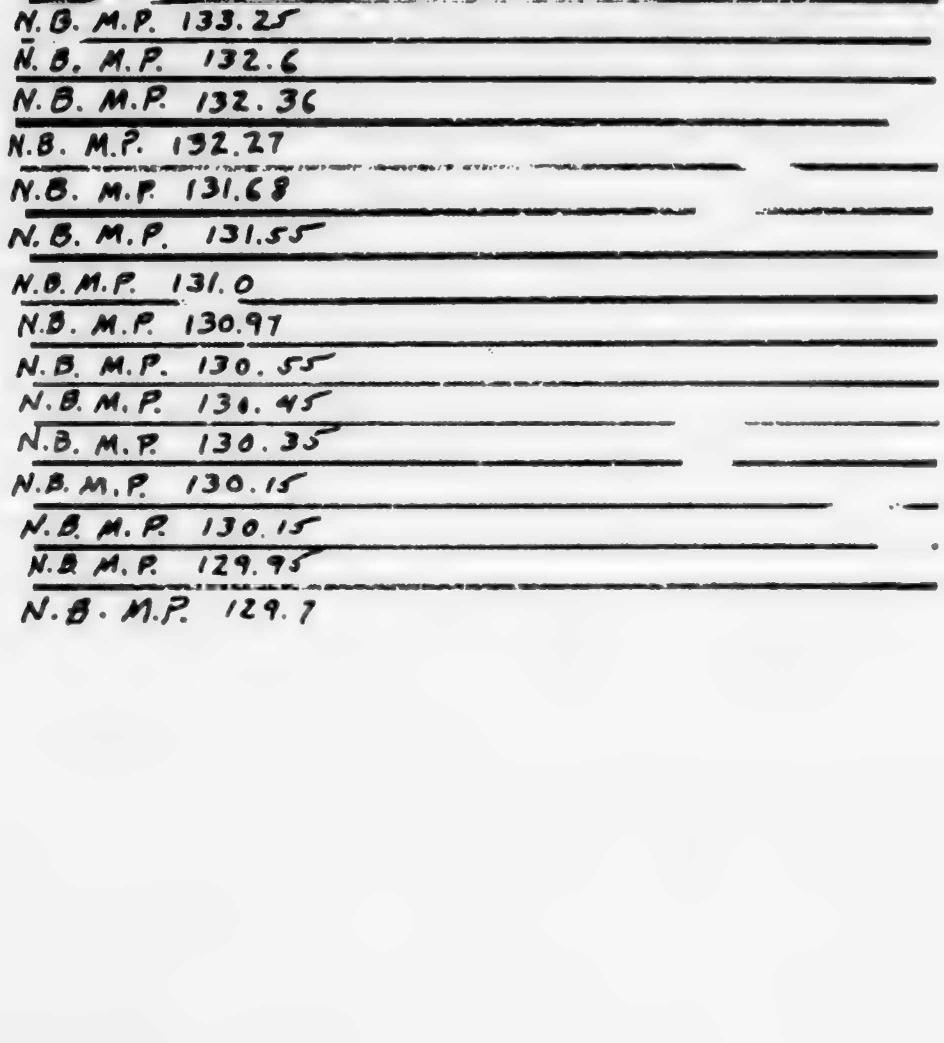
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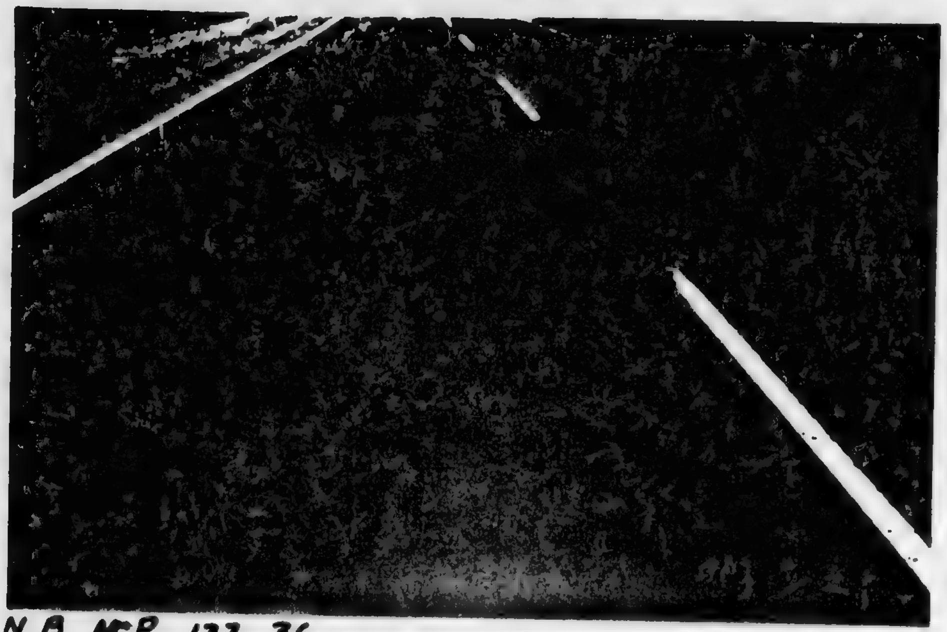

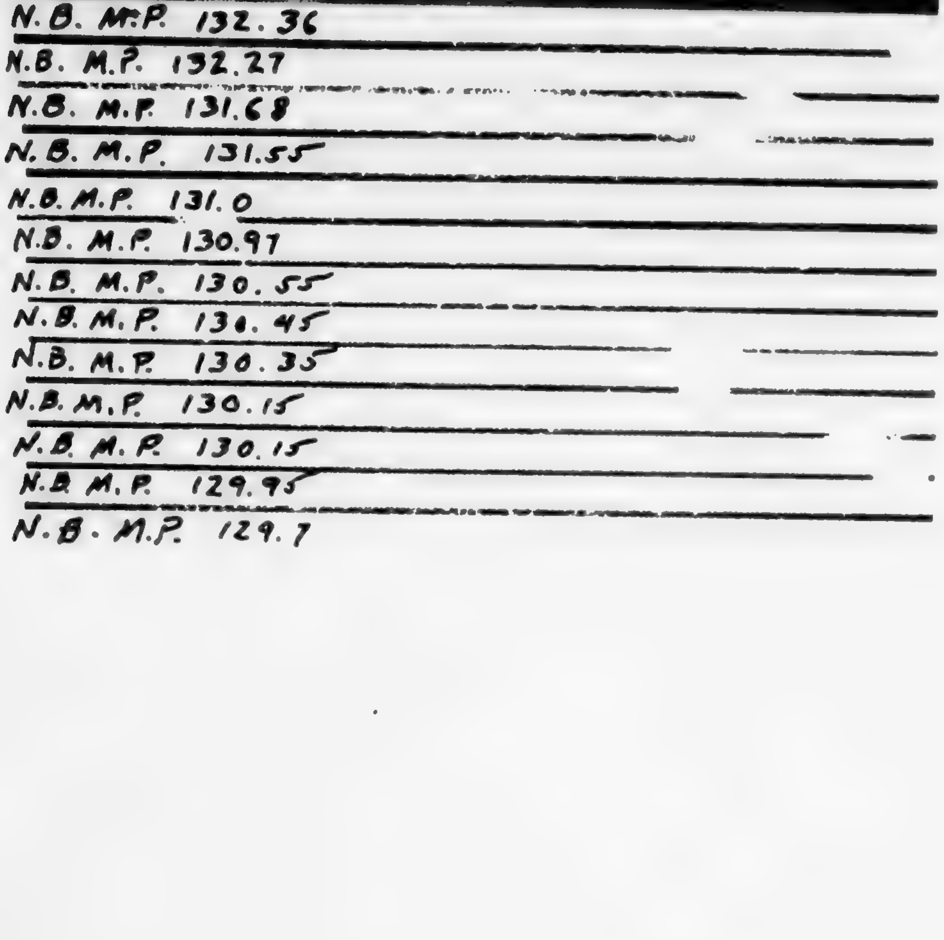
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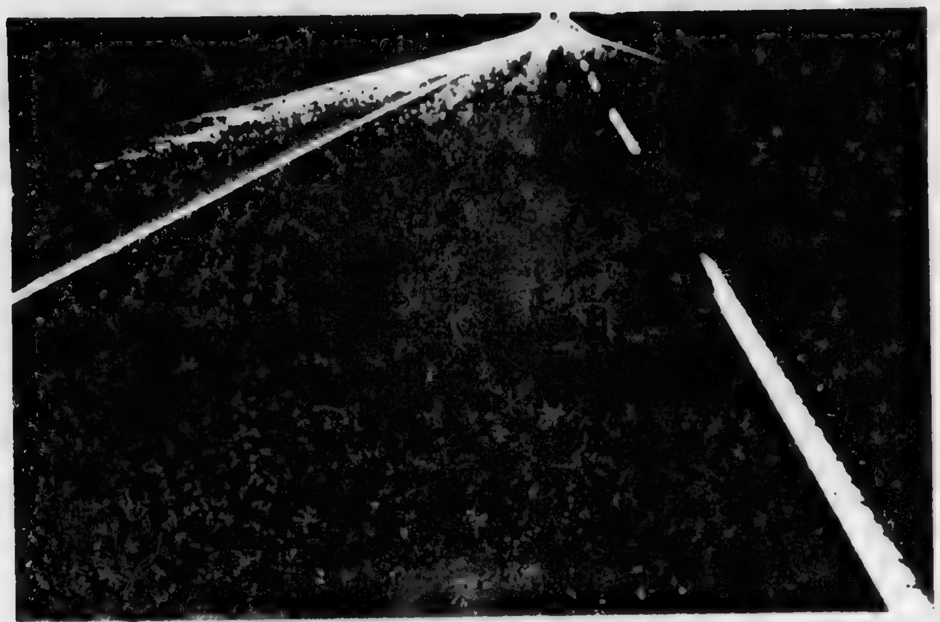

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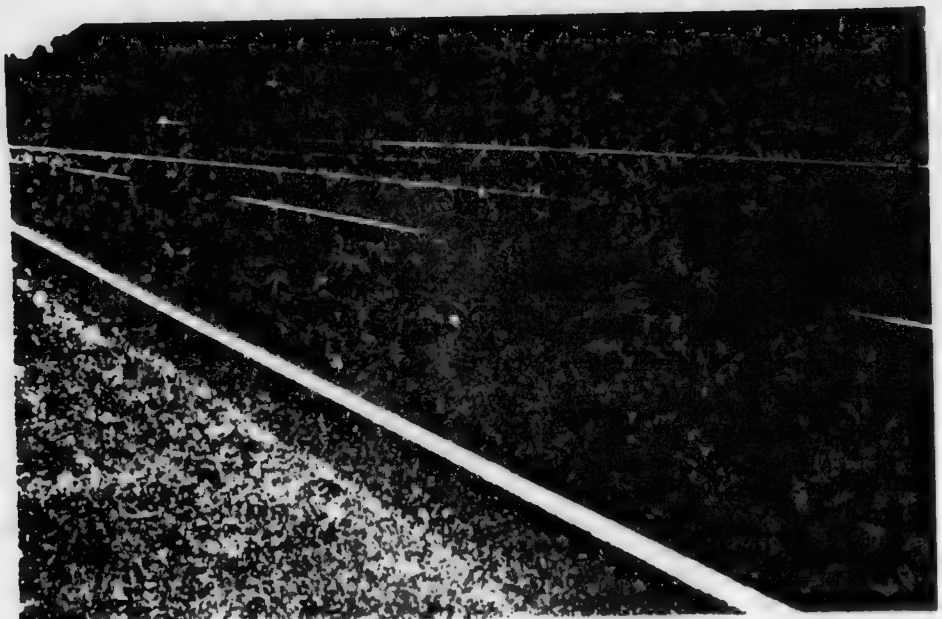

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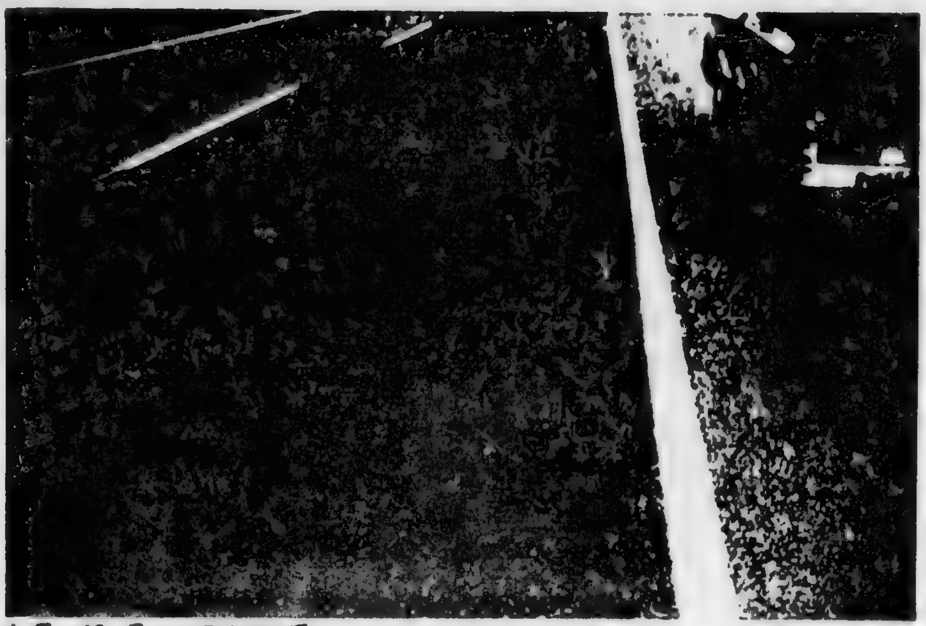

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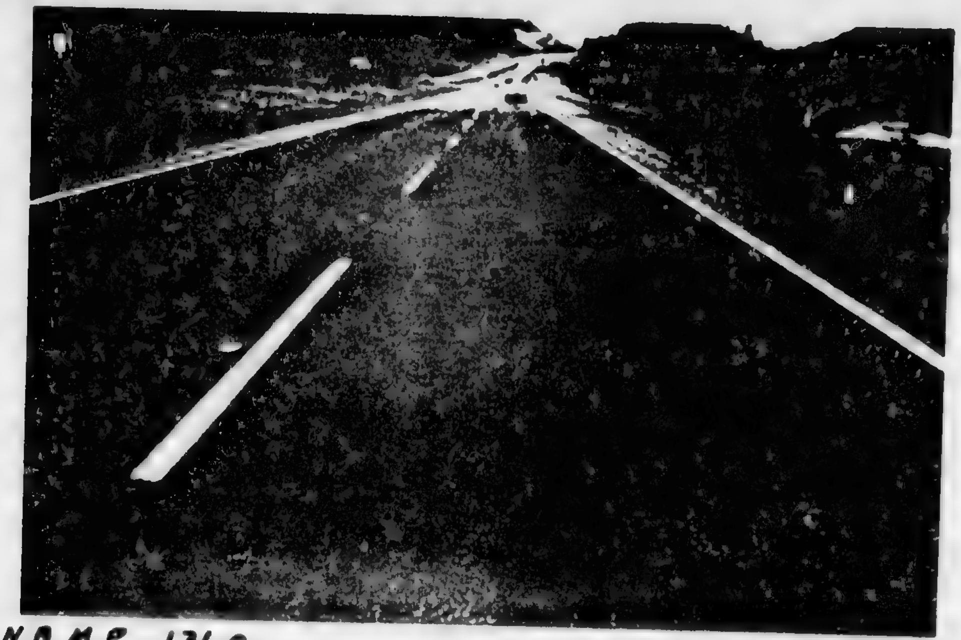

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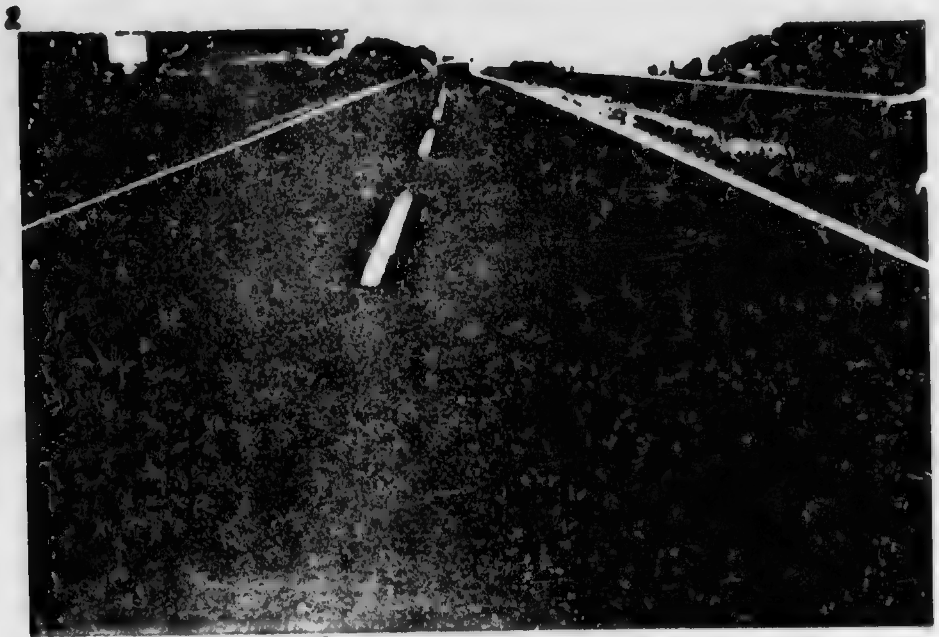

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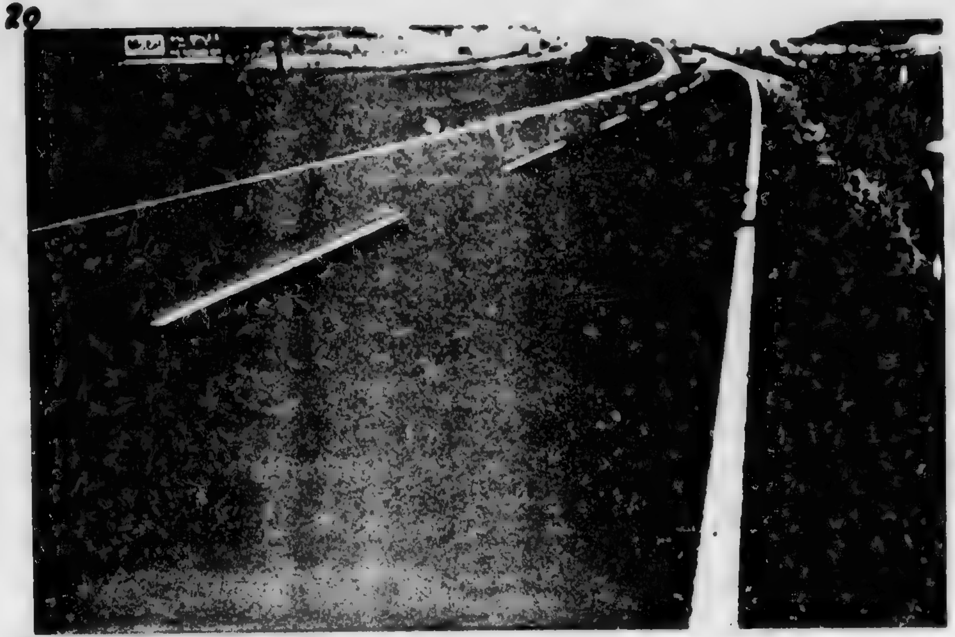

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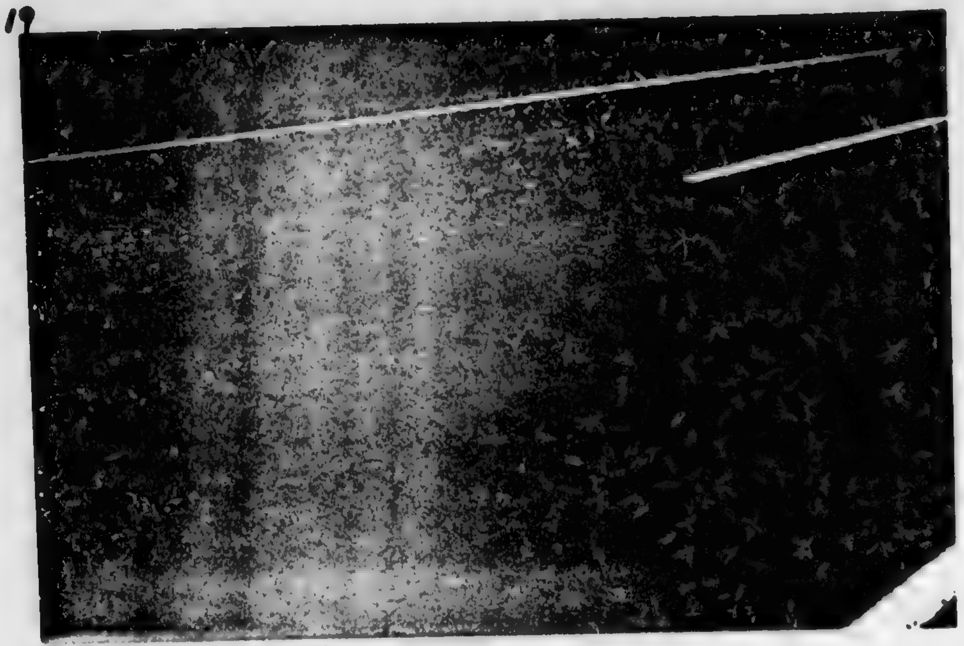

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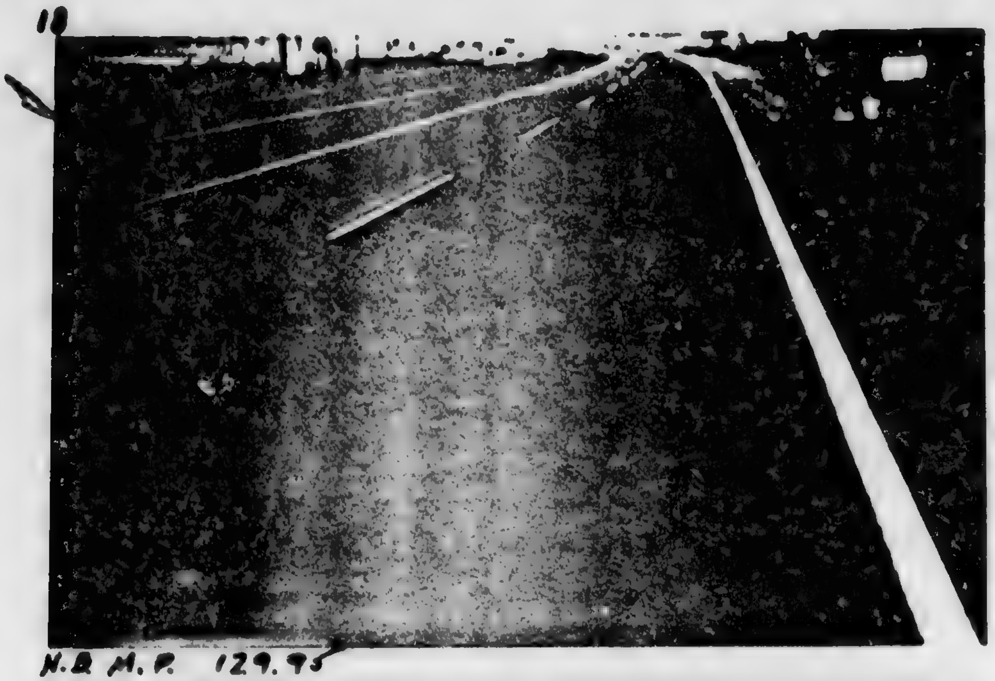

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Sutherlin Jct. - Winchester
Pacific Highway (FAR 1)
Douglas County
Southbound Lanes

January 24, 1974 and
May 2, 1974

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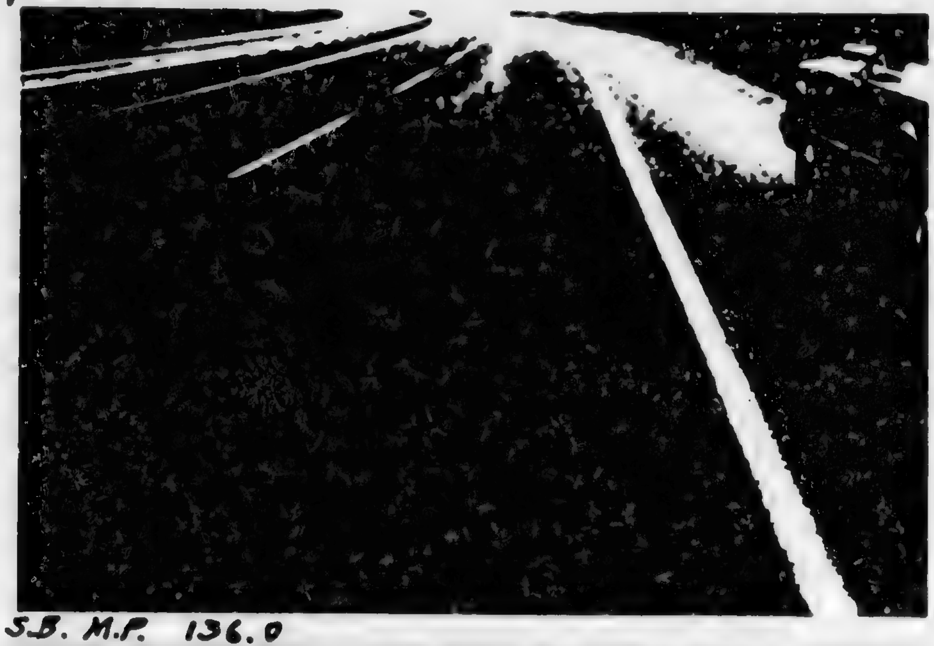

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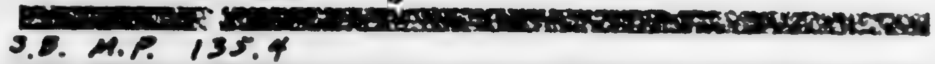

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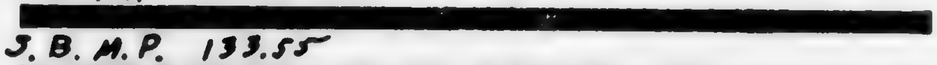

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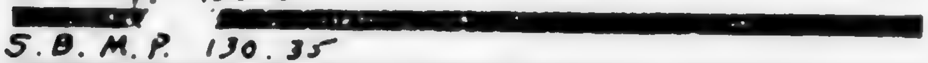

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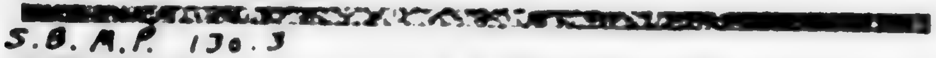

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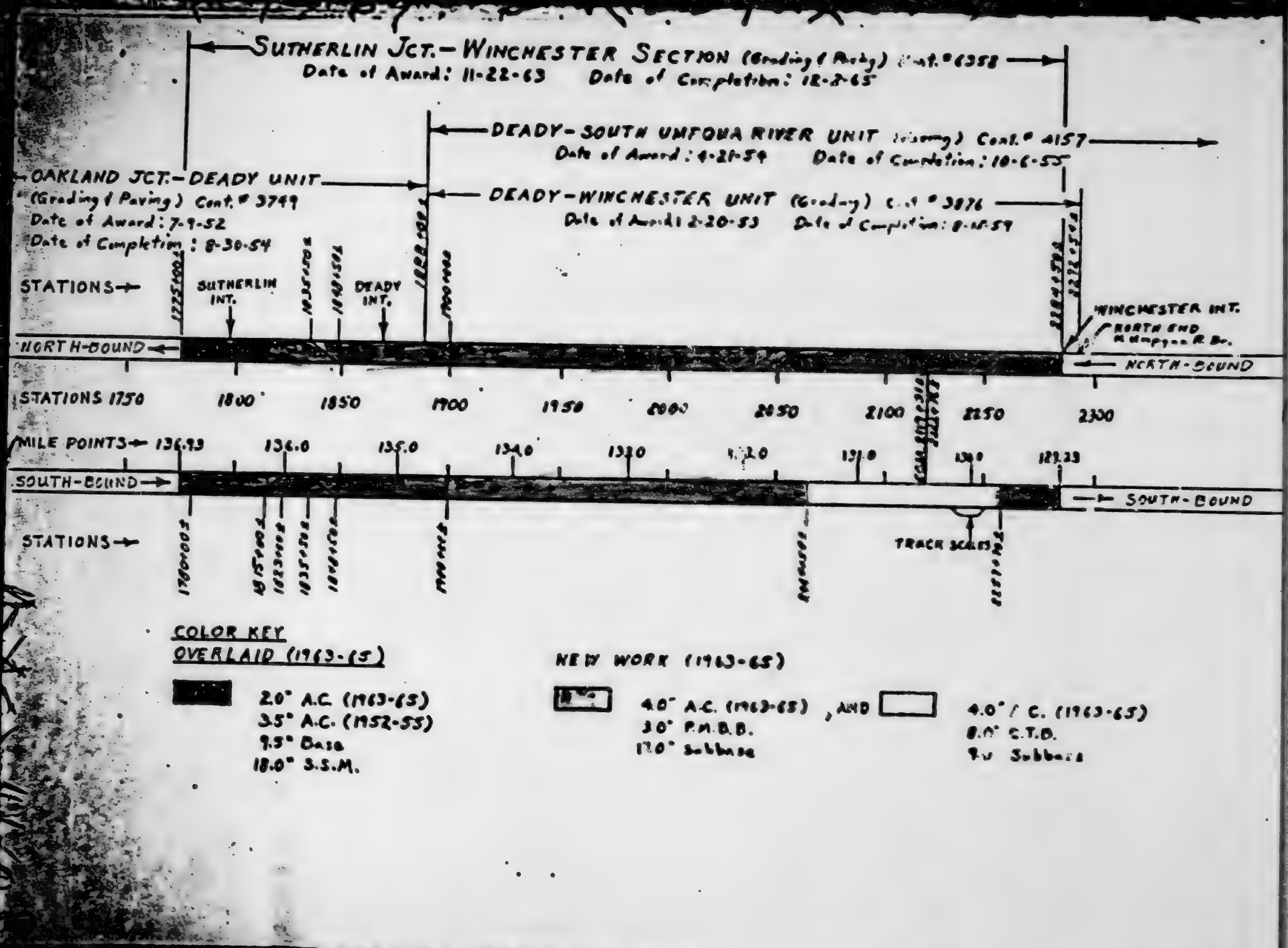
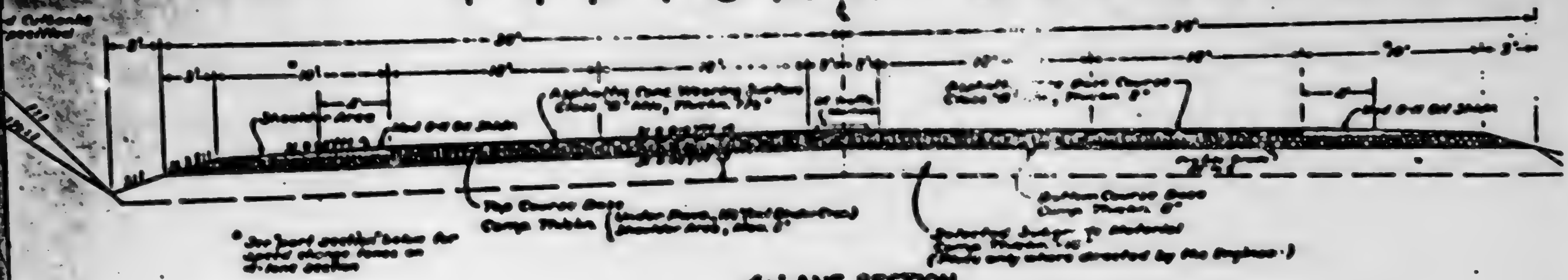
N.B. M.P. 129.7

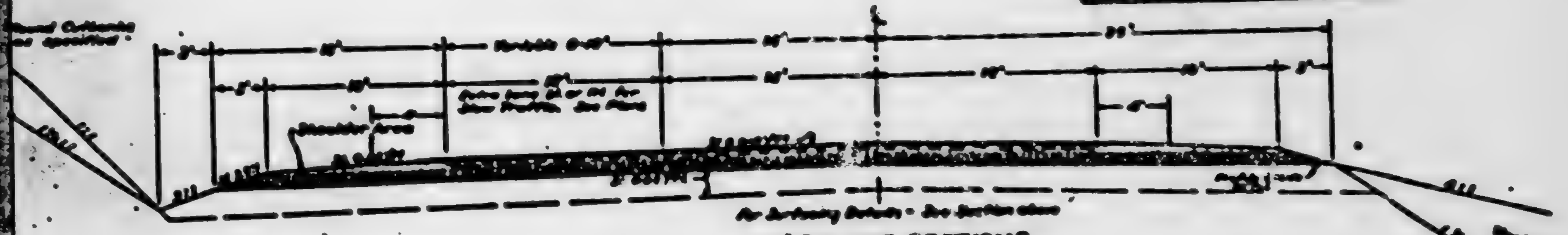

SUTHERLIN JCT.–WINCHESTER SECTION (Grading & Paving) Cont.# 6358
Date of Award: 11-22-63 Date of Completion: 12-8-65
DEADY–SOUTH UMPQUA RIVER UNIT (Paving) Cont.# 4157
Date of Award: 4-21-54 Date of Completion: 10-6-55
OAKLAND JCT.–DEADY UNIT
(Grading & Paving) Cont.# 3749
Date of Award: 7-9-52
Date of Completion: 8-30-54
DEADY–WINCHESTER UNIT (Grading) Cont.# 3876
Date of Award: 2-20-53 Date of Completion: 8-15-54
STATIONS→
SUTHERLIN INT.
DEADY INT.
WINCHESTER INT.
NORTH END N. Umpqua R. Br.
NORTH-BOUND←
←NORTH-BOUND
STATIONS 1750
1800
1850
1900
1950
2000
2050
2100
2250
2300
MILE POINTS→ 136.93
136.0
135.0
134.0
133.0
132.0
131.0
130.0
129.23
SOUTH-BOUND→
→SOUTH-BOUND
STATIONS→
TRACK SCALES
COLOR KEY
OVERLAID (1963-65)
2.0" A.C. (1963-65)
3.5" A.C. (1952-55)
9.5" Base
18.0" S.S.M.
NEW WORK (1963-65)
4.0" A.C. (1963-65)
3.0" P.M.B.B.
17.0" Subbase
, AND
4.0" A.C. (1963-65)
8.0" C.T.B.
9.0" Subbase

TYPICAL SECTIONS

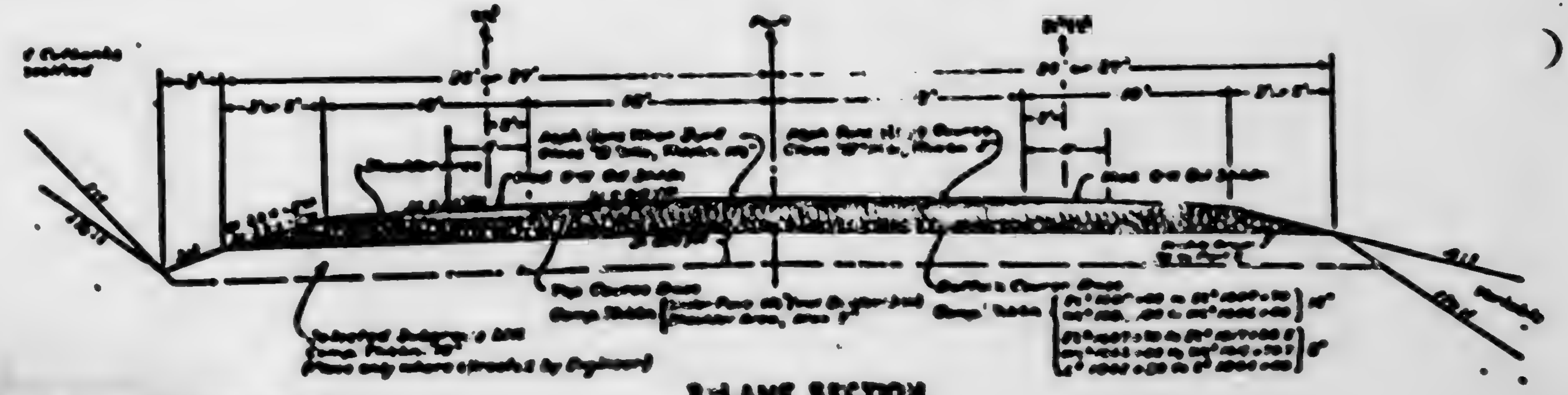


4-LANE SECTION
(See Plans for Locations)

Oakland Jct. - Deady Unit
1952 Contract 03769
Revised "As Constructed"



2 & 3-LANE SECTIONS
(See Plans for Locations (Width))



2-LANE SECTION
(See Plans for Locations)

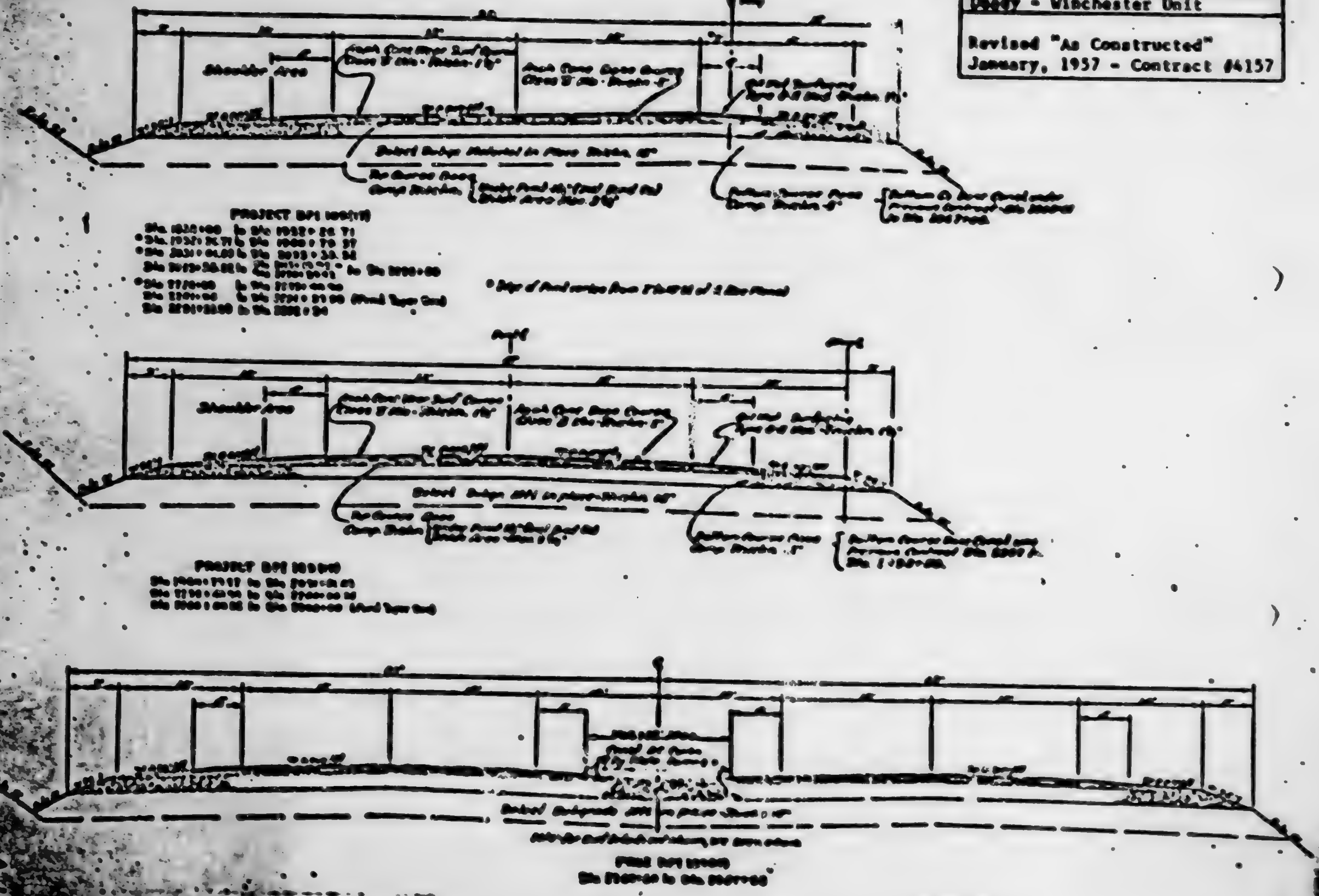
A-1

[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

TYPICAL SECTIONS

Doody - Winchester Unit

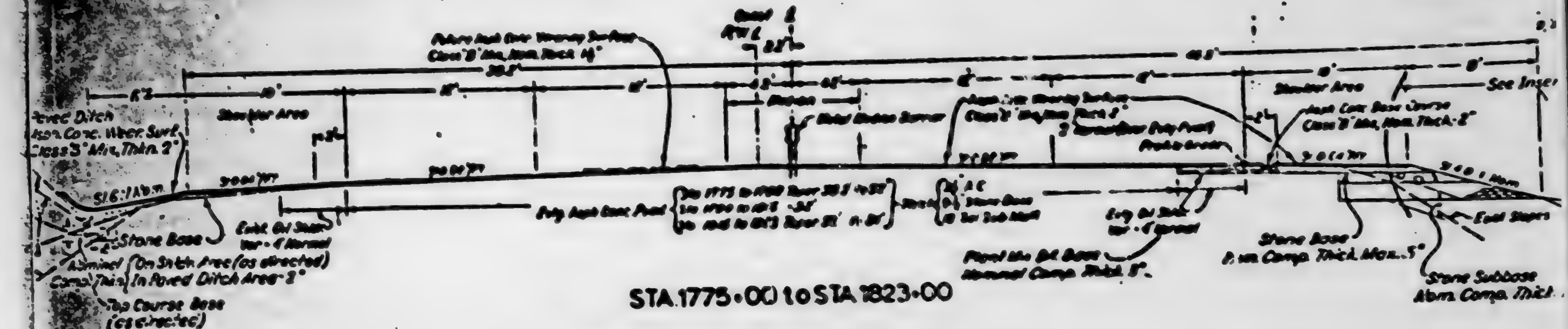
Revised "As Constructed"
January, 1957 - Contract #4157



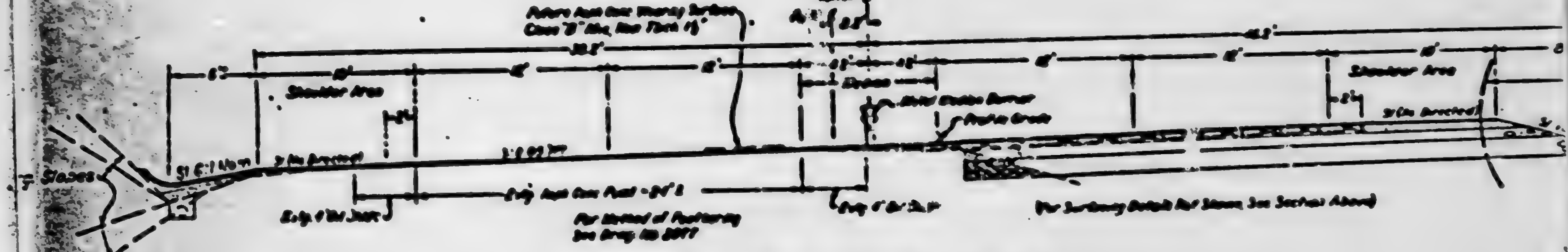
A-1-a

T Y P I C A L   S E C T I O N S

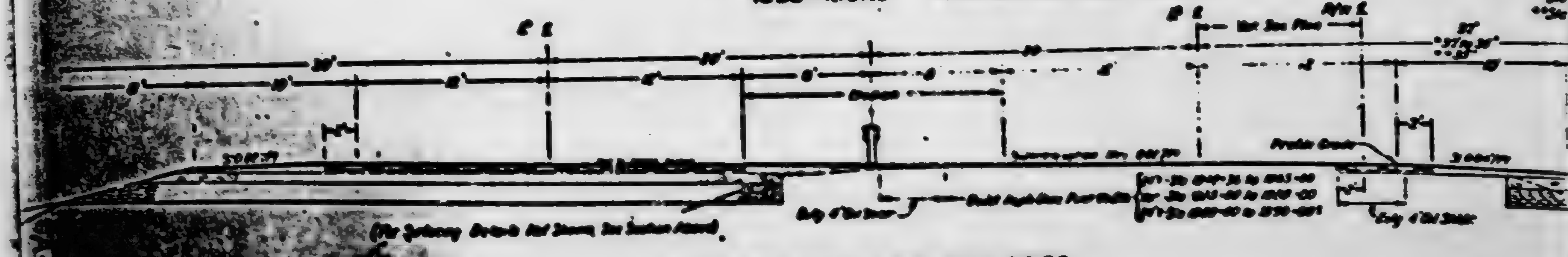
SUTHERLIN JCT.-WI	
PACIFIC DOUGLA	
FED. ROAD DIV. NO.	STATE
8	OREGON



STA.1775+00 to STA.1823+00


Shoulder Area
Slopes
Profile Grade
Shoulder Area
For Method of Feathering See Drwg. No. 2077
For Surfacing Details Not Shown, See Section Above

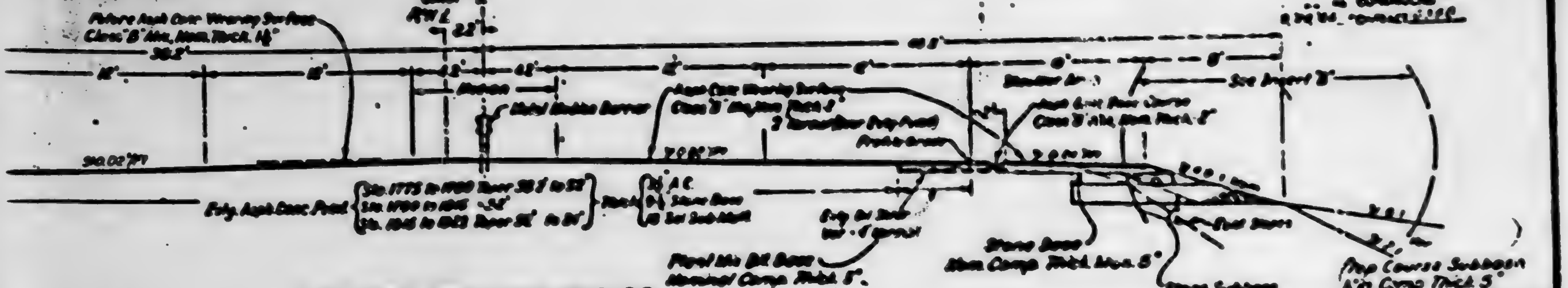
STA.1823+00 to STA. 35+43.61
1835+43.61 to 48+35.89 (Taper Section)



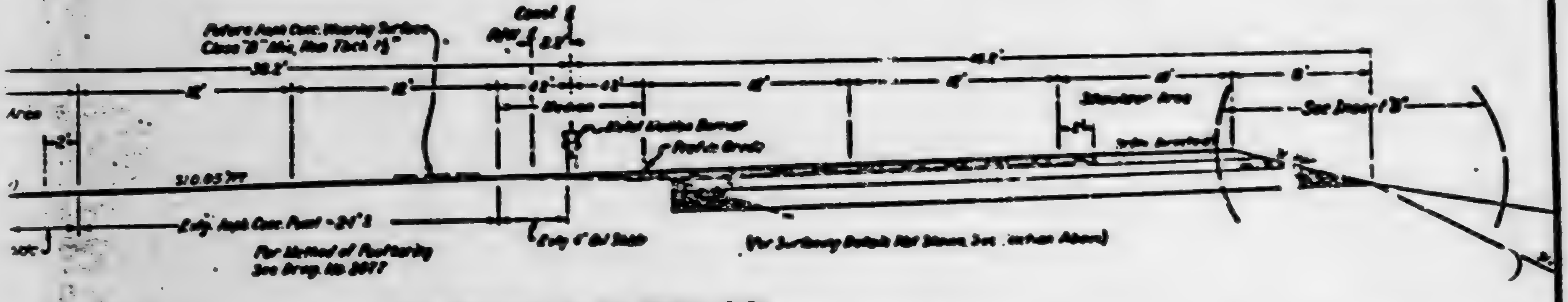
STA.1848+35.89 to STA.1899+88.95

YPICAL SECTIONS

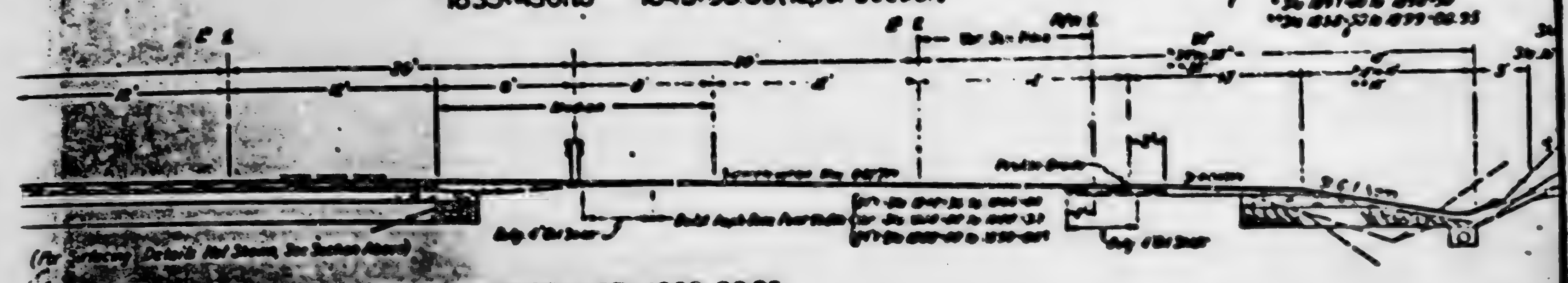
SUTHERLIN JCT.-WINCHESTER SECTION PACIFIC HIGHWAY DOUGLAS COUNTY				2
[illegible]	[illegible]	PROJECT [illegible]	[illegible]	[illegible]
8	OREGON	1933X110		[illegible]



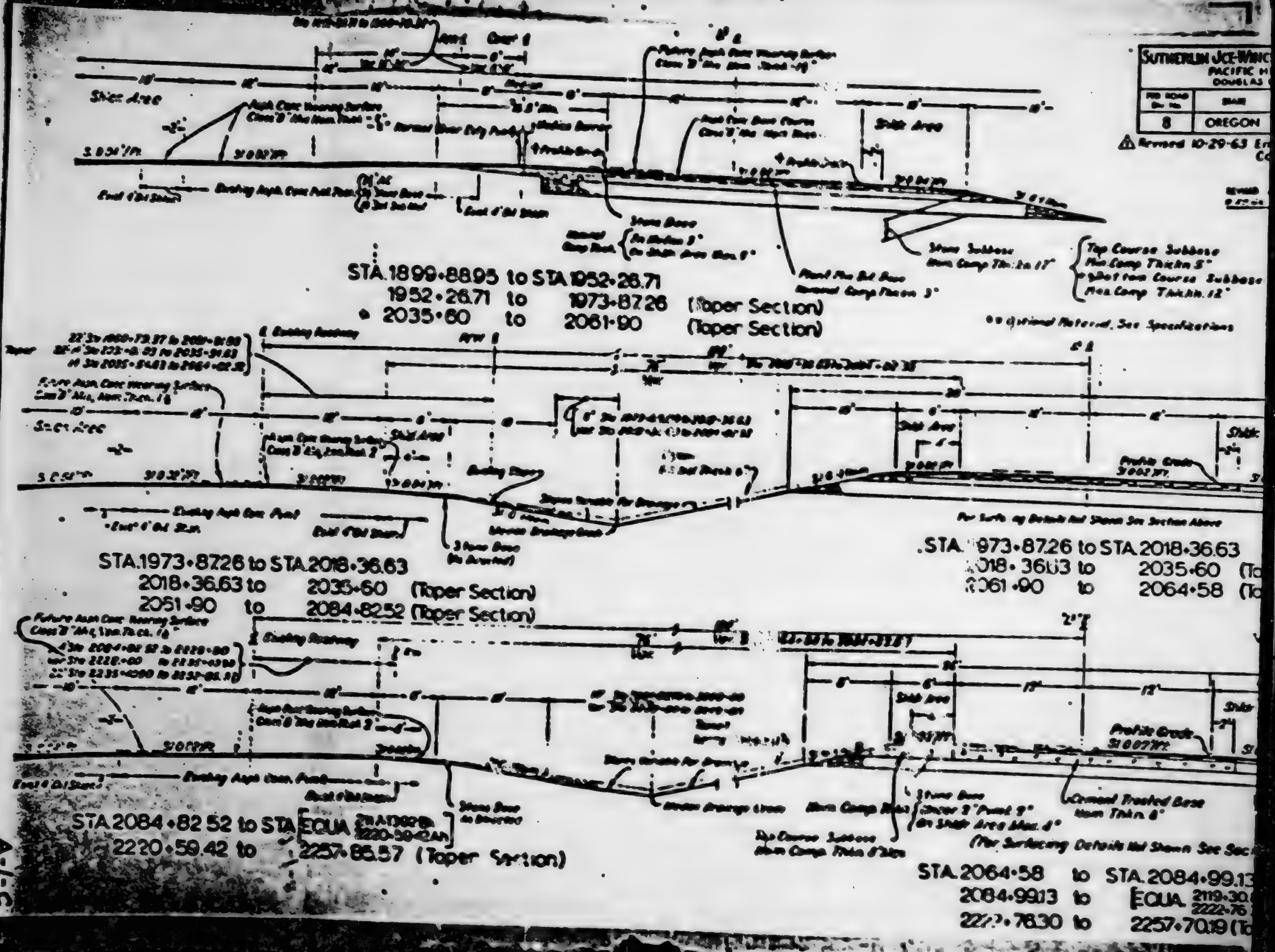
STA.1775+00 to STA.1823+00



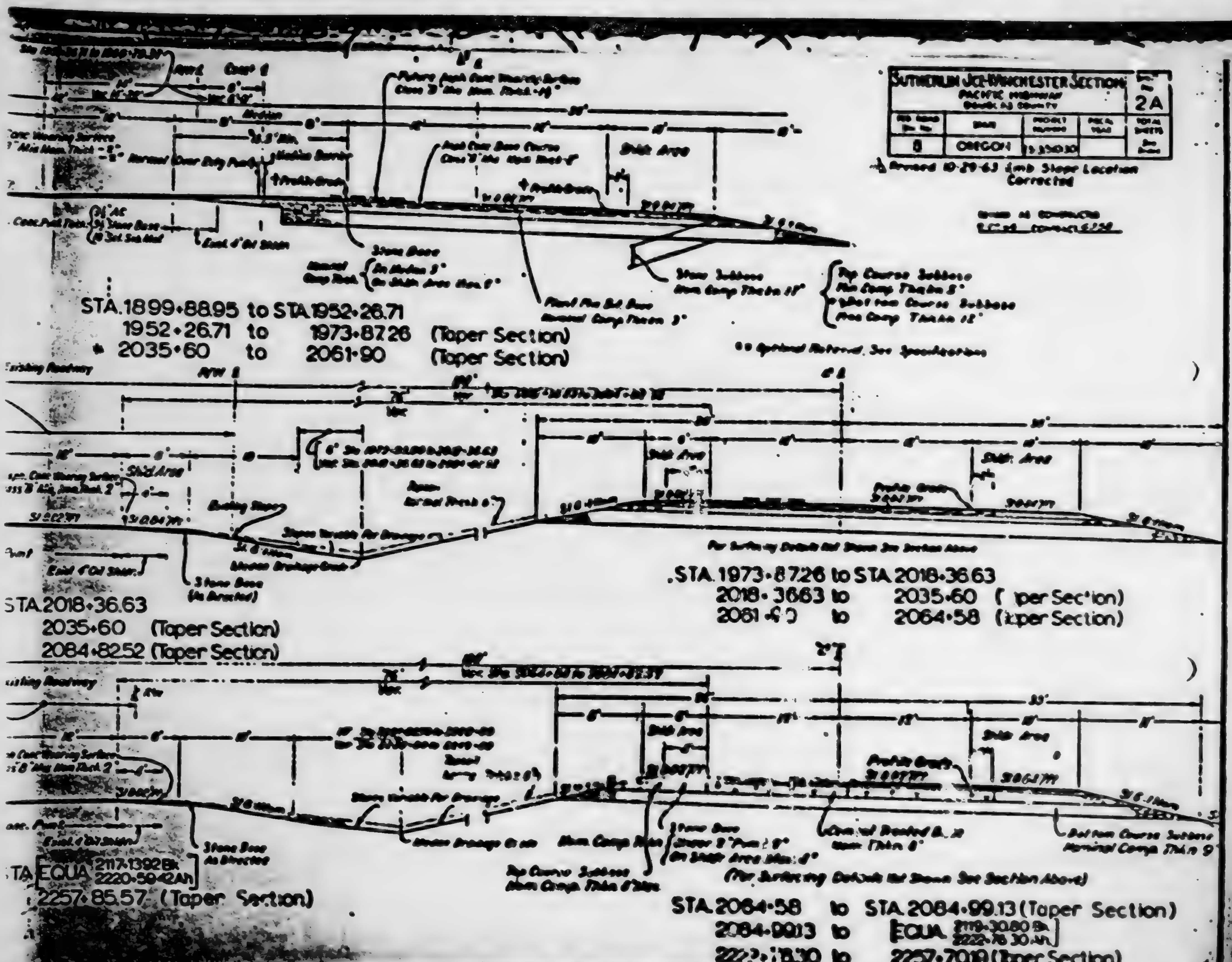
STA.1823+00 to STA.1835+43.61
1835+43.61 to 1848+35.89 (Taper Section)



STA.1848+35.89 to STA.1899+88.95

SUTHERLIN JCT-WINC
PACIFIC H
DOUGLAS
8
OREGON
Revised 10-29-63
Shift Area
Shift Area
Stone Base
Stone Subbase
Top Course Subbase
Profile Grade
STA.1899+88.95 to STA.1952+28.71
1952+26.71 to 1973+87.26 (Taper Section)
2035+60 to 2061+90 (Taper Section)
Optional Material, See Specifications
STA.1973+87.26 to STA.2018+36.63
2018+36.63 to 2035+60 (Taper Section)
2061+90 to 2084+82.52 (Taper Section)
STA.1973+87.26 to STA.2018+36.63
2018+36.63 to 2035+60
2061+90 to 2064+58
Cement Treated Base
STA.2084+82.52 to STA. EQUA. 2119+30.26 Bk / 2220+59.42 Ah
2220+59.42 to 2257+86.57 (Taper Section)
STA.2064+58 to STA.2084+99.13
2084+99.13 to EQUA. 2119+30 / 2222+76
2222+78.30 to 2257+70.19

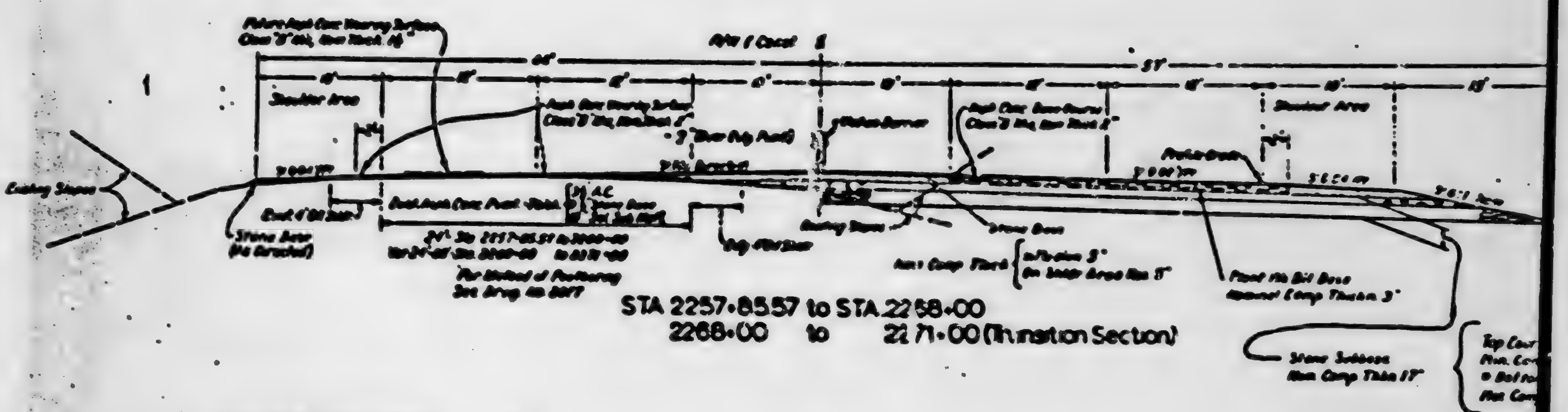
A-1-C


SUTHERLIN JCT-WINCHESTER SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY
2A
OREGON
Revised 10-29-63 Emb Slope Location Corrected
Stone Subbase
Top Course Subbase
Bottom Course Subbase
Skid Area
Profile Grade
Stone Base
STA.1899+88.95 to STA.1952+26.71
1952+26.71 to 1973+87.26 (Taper Section)
* 2035+60 to 2061+90 (Taper Section)
Existing Roadway
Existing Slope
Stone Variable For Drainage
Median Drainage Grade
STA.1973+87.26 to STA.2018+36.63
2018+36.63 to 2035+60 (Taper Section)
2061+90 to 2064+58 (Taper Section)
STA.2018+36.63
2035+60 (Taper Section)
2084+82.52 (Taper Section)
Existing Roadway
Stone Base As Directed
For Surfacing Details Not Shown See Section Above
STA EQUA 2117+13.92 Bk 2220+59.42 Ah
2257+85.57 (Taper Section)
STA.2084+58 to STA.2084+99.13 (Taper Section)
2084+99.13 to EQUA.
2222+18.30 to 2257+70.19 (Taper Section)

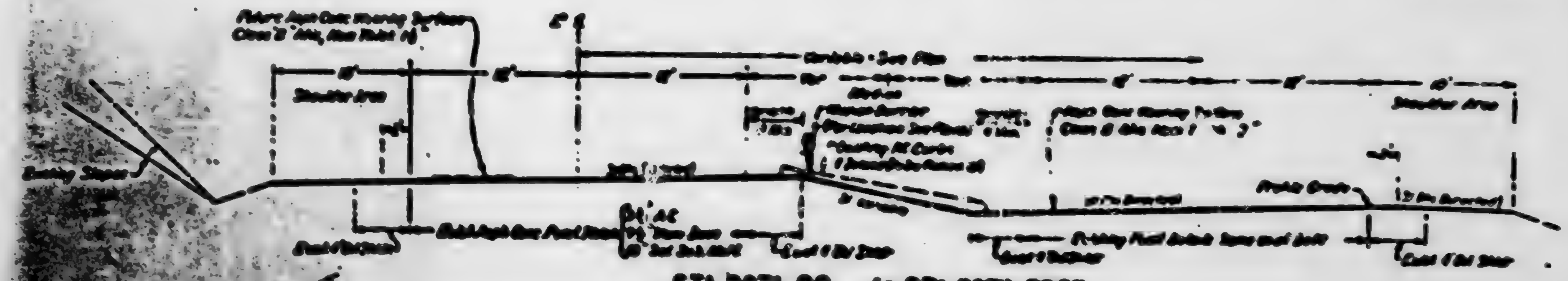
SUTHERLIN JCT-WINCHESTER PACIFIC HIGHWAY DOUGLAS COUNTY		
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER
8	OREGON	[illegible]

SHOWN AS CONST

TYPICAL SECTIONS



STA 2257+85.57 to STA 2258+00
2268+00 to 2271+00 (Transition Section)

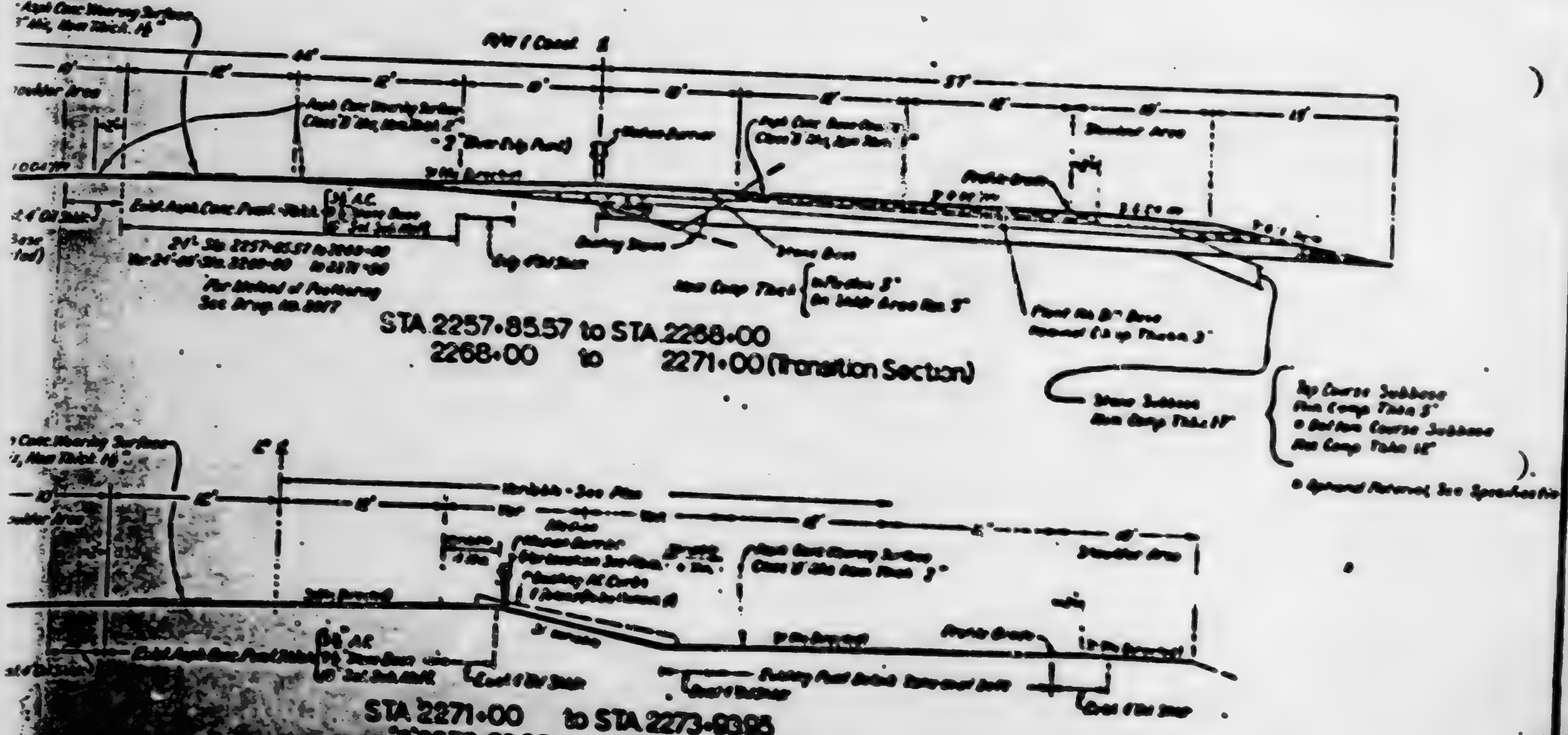


STA 2271+00 to STA 2273+93.95
℄ 2273+93.95 to ℄ 2284+50

Sutherlin Jct.-Winchester Section Pacific Highway Douglas County				28
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
8	OREGON	[illegible]		[illegible]

[illegible]

TYPICAL SECTIONS



STA 2257+85.57 to STA 2268+00
2268+00 to 2271+00 (Transition Section)

STA 2271+00 to STA 2273+93.95
℄2 2273+93.95 to ℄2 2284+60

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

REVISED

REVISED

Page 1 of 2

Section SUTHERLIN - WINCHESTER Highway PACIFIC (FA 3) County DOUGLAS Profile 610-1470

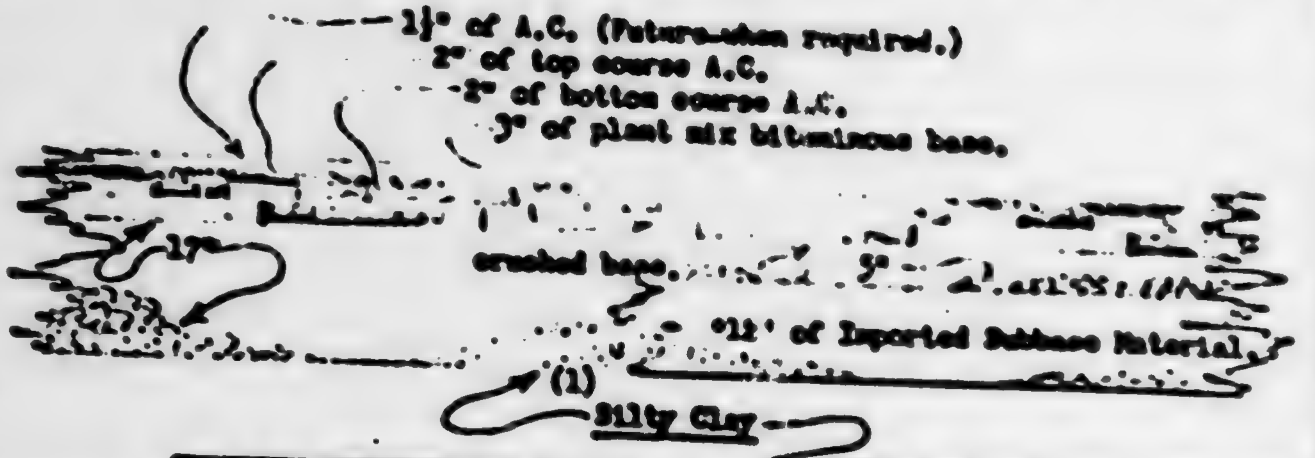
Res. Engr. ______ Approx. Length of Project 7.7 Miles Sta. 1775+ to Sta. 2285+50± Date 8-20-63

TYPICAL SECTIONS Traffic Classif. - VERY HEAVY

OVER EXISTING ROADWAY

2" minimum overlay.

STANDARD CRUSHED BASE SECTION | ALTERNATE-IMPORTED SUBBASE MATERIAL



1½" of A.C. (Future-when required.)
2" of top course A.C.
2" of bottom course A.C.
3" of plant mix bituminous base.
crushed base.
12" of Imported Subbase Material.
(1) Silty Clay

(1) Typical Soil

52	LL
32	PI
67	% P200
12	% Gravel
10	% C. Sand
11	% F. Sand
24	% Silt
43	% Clay
18	"R" Value (Corrected)

AASHO Classif. - A-7-6(16)

*I.S.M. REQUIREMENTS	
100%	P 3" Sieve
25-70%	P ¼" Sieve
0-10%	P 200 Sieve
25+	Sand Equivalent

Other Traffic Classif.	Total Thickness Requirements
HEAVY	21"
MED. HEAVY	17½"
MEDIUM	15"
LIGHT	11½"

Interstate Required Base & Base: Crushed	Not Crushed	Designed Base & Base: [illegible]	New Work	
Standard Crushed Base				
			4	
			3	
			17	Cr Base
24			24	PRESENT
		Future	1½	AC
			25½	FUTURE
XXXX	XXXX	XXXXXX	XXX	XXXXXXX
Alternate - I.S.M.				
			4	AC
			3	PMBB
			5	Cr Base
			12	ISM
24			24	PRESENT
		Future	1½	AC
			25½	FUTURE

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

Revised Project Base Design submitted to recommend the use of Plant Mix Bituminous Base. The quality of the material is generally fair if carefully selected, but some of poor material will be encountered and should be upgraded.

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Rural Engineer

Submitted by

Recommended by

Recommended by

Approved by

Engineer of Materials

Deputy State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

PROPOSED TRIAL SECTION

PROPOSED TRIAL SECTION

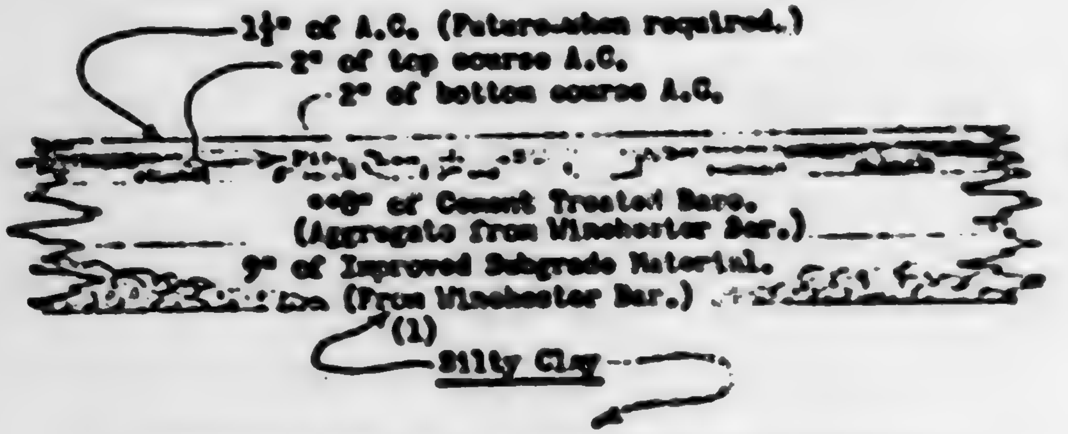
Page 2 of 2

Section SUTHERLIN - WINCHESTER Highway PACIFIC (PA 3) County DOUGLAS Profile 610-1470

Res. Engr. ______ Length of Project ____ Miles. Sta. ______ to Sta. ______ Date ______

TYPICAL SECTIONS

CEMENT TREATED BASE SECTION


1½" of A.C. (Future-when required.)
2" of top course A.C.
2" of bottom course A.C.
**8" of Cement Treated Base.
(Aggregate from Winchester Bar.)
9" of Improved Subgrade Material.
(From Winchester Bar.)
(1)
Silty Clay

**Specifications to be furnished by the Laboratory.

Required Base & Surf.		Designed Base & Surf.		
Crushed	Not Crushed	Select. Surfc. Alloc.	New Work	
			4	
		8" CTB =	14	Credit
		9" Improved Subgrade	6	Credit
24			24	**PRESENT**
		Future	1½	AC
			25½	**FUTURE TOTAL**

21'

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.

Submitted by
Staff Assistant

Recommended by A. T. Walker
Construction Engineer

Recommended by

Approved by
Deputy State Highway Engineer

B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1972

To: Victor D. Wolfe
Location Engineer
O F F I C E

SUBJECT: Deady-S. Umpqua River Section; Existing I-5 North Bound Asphalt Concrete, overlayed on Contract #6275; N.B. Base from Deady-Winchester with Winchester-S. Umpqua on Contract #4058.

Attached are test reports #72-31124-5 which contain crushed base equivalent values (CBE) for stone base, and asphalt concrete as constructed in 1954-5 on subject project. Review of our files for Contract #4157 and test results for the recently sampled pit run aggregate indicate a 1.7 CBE asphalt concrete, 0.5 CBE bottom course base (3"-0) and 1.0 CBE top course base (3/4"-0).

JOHN C. JENKINS
Engineer of Materials & Research

By
J E Wilson
J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

Attachment

JEW:eb

cc: C. T. Keasey
J. H. Vorsteeg
C. J. Gregg

A-2

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1972

To:
Victor D. Wolfe
Location Engineer
OFFICE

SUBJECT: Interstate Overlay Need Study; Sutherlin Jct.-Winchester Section; I-5 South Bound Base, PMBB, CTB, AC and North Bound AC overlay of pavement constructed on Contract #4157.

Attached are test reports #994851, #995252 and #72-31216-8 which contain crushed base equivalent values (CBE) for stone subbase, plant mixed bituminous base, cement treated base and asphalt concrete constructed in 1964-5 on subject project. Review of our files for Contract #6358 and test results for the recently sampled pavement and pit run aggregate indicate a 0.5 CBE subbase and a 1.8 CBE plant mixed bituminous base, cement treated base and asphalt concrete.

JOHN C. JENKINS
Engineer of Materials & Research

By

J. E. WILSON, Jr.
Asst. Engineer of Materials & Research

Attachments

JEW:eb

cc: C. T. Keasey
J. H. Versteeg
C. J. Gregg

A-2-a

Page 1 of 3

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Pavement Evaluation - Core Test Data - Wearing

Laboratory No. 994851
Data Sheet No. A62332
Prefix 610-1992-910
Amount charge $490.00
Dept. invoice No.
Project Sutherlin Jct.-Winchester
Highway Pacific
Contractor Roy L. Houck & Sons Completed 1965 No. 6358
Date received Feb. 11, 1972
Submitted by Elliott Parker
Date reported Dec. 22, 1972
Source of material NB & SB I-5-Cores sampled from Existing Pavement. Aggregate-Winchester Bar
Sampled or inspected at
To be used Class "B" Top
Sampled or inspected by W. H. Beal 2-8-72
Quantity represented

Sample No.	332-A-T		332-B-T		332-C-T		332-D-T	
Station	MP 188.06 (Old)		MP 180.06 (Old)		MP 184.65 (Old)		MP 186.61 (Old)	
Lane	MP 130.6 (New) N.B.		MP 130.6 (New) N.B.		MP 133.6 (New) S.B.		MP 131.7 (New) S.B.	
Test pavement, thickness	2.2"		1.5"		2.2"		2.3"	
Overlay patch, thickness	2.0"		2.5"		-		-	
Gradation of Cores:								
Per cent ret. 1"					0		0	
" " (3/4" - 1/4")	NO SAMPLE		NO SAMPLE		31.6		29.2	
" " (1/4" - # 10)					29.4		29.6	
" " (#10 - # 40)					19.5		18.5	
" " (#40 - #200)					8.1		11.0	
(Pass #200)					5.8		6.3	
" Asphalt Content					5.5		5.4	
Reclaimed asphalt, Pen. @ 77° F	28		36					
Core lane location								
Bulk sp. gr., in place	2.35	2.36	2.29	2.28	2.31	2.31	2.32	2.29
Bulk sp. gr., recompacted	2.43	2.36	2.36	2.36	2.41	2.41	2.42	2.41
Per cent relative compaction	96.7	96.7	97.0	96.7	95.8	95.8	95.9	95.0
Per cent voids, in place	5.2	5.6	6.9	7.3	7.2	6.9	6.8	8.0
Per cent voids, recompacted	2.0	2.4	4.1	4.1	3.2	2.8	2.8	3.2

REPORT TO:
0 Bureau of Public Roads
X0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
X0 Division Engineer Versteeg
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
X0 Files
X Soils & Geology
X Parker

John C. Jackson

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Asphalt content of the cores are near the project average for top lift of 5.5%. Void content is less than that expected from the original design and recent design #72-31216. Reclaimed asphalt penetration is that expected for a higher void content mix. Based on the above data, contract records and the design data the pavement is of a 1.8 CBE quality.

A-2-b

Form [illegible]

Page 2 of 3

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Pavement Evaluation - Core Test Data - Base Course

Laboratory No. 994851
Data Sheet No. A62332
Prefix 610-1992-910
Project Sutherlin Jct.-Winchester
Amount charge
Highway Pacific
Dept. invoice No.
Contractor Roy L. Houck & Sons Completed 1965 No. 6358
Date received Feb. 11, 1972
Submitted by Elliott Parker
Date reported Dec. 22, 1972
Source of material NB & SB I-5-Pavement Aggregate-Winchester Bar; Asphalt-Shell 85-100
Sampled or inspected at Existing Pavement
To be used Class "B" Base
Sampled or inspected by W. H. Beal 2-8-72
Quantity represented

Sample No.	332-A-B	332-B-B	332-C-B	332-D-B
Station	MP 188.06 (Old)	MP 180.06 (Old)	MP 184.65 (Old)	MP 186.61 (Old)
Lane	MP 130.6 (New) N.B.	MP 130.6 (New) N.B.	MP 133.6 (New) S.B.	MP 131.7 (New) S.B.
Test pavement, thickness	0.8"	1.2"	1.6"	1.4"
Overlay patch, thickness				
Gradation of Cores:				
Per cent ret. 1"	NO SAMPLE	NO SAMPLE	0	0
" " (¾" - 1/4")			31.5	34.4
" " (¼" - # 10)			32.1	29.4
" " (#10 - # 40)			17.6	17.3
" " (#40 - #200)			7.2	7.7
(Pass #200)			5.2	5.3
" Asphalt Content			6.4	5.9
Reclaimed asphalt, Pen. @ 77° F	34	60		
Core lane location				
Bulk sp. gr., in place	2.21 2.24	2.38 2.37	2.34 2.34	2.31 2.29
Bulk sp. gr., recompacted	2.44 2.36	2.46 2.46	2.43 2.43	2.43 2.43
Per cent relative compaction	93.6 94.9	96.7 96.4	96.3 96.3	95.1 94.2
Per cent voids, in place	11.9 10.4	4.8 5.2	5.3 5.3	6.9 7.7
Per cent voids, recompacted	6.0 5.6	1.6 1.6	1.6 1.6	2.0 2.0

REPORT TO:

0 Bureau of Public Roads
X 0 Construction Engineer
0 Maintenance Engineer
0 Bridge Engineer
0 Requisition Office
X 0 Division Engineer Versteeg
0 Resident Engineer
0 Dist. Maint. Supt.
0 Foreman
X 0 Files
X Parker
X Soils & Geology

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Based on the above data, Contract #6358 records and design #72-3126 the pavement is of a 1.8 CBE quality.

A-2-C

Page 3 of 3

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD

Pavement Evaluation - Core Test Data - Bit. Base

Laboratory No. 994851
Data Sheet No. A62332
Prefix 610-1992-910
Amount charge
Dept. invoice No.
Date received Feb. 11, 1972
Date reported Dec. 22, 1972

Project Sutherlin Jct.-Winchester
Highway Pacific
Contractor Roy L. Houck & Sons Completed 1965 No. 6358
Submitted by Elliott Parker
Source of material NB & SB I-5-Pavement Aggregate-Winchester Bar; Asphalt-Shell 85-10
Sampled or inspected at Existing Pavement To be used Bituminous Base
Sampled or inspected by W. H. Beal 2-8-72 Quantity represented

Sample No.	332-B-88		332-C-88		332-D-88	
Station	MP 180.06 (Old) MP 130.6 (New)		MP 184.65 (Old) MP 133.6 (New)		MP 186.6 (Old) MP 131.7 (New)	
Lane	NB		S.B.		S.B.	
Test pavement, thickness	2.2"		2.8"		3.0"	
Overlay patch, thickness						
Gradation of Cores:						
Per cent ret. 1"			0		0	
" " (¾" - 1/4")			45.0		50.0	
" " (¼" - # 10)	NO SAMPLE		23.5		21.7	
" " (#10 - # 40)			14.9		12.8	
" " (#40 - #200)			6.8		5.8	
(Pass #200)			4.7		4.5	
* Asphalt Content			5.1		5.2	
Reclaimed asphalt, Pen. @ 77° F	78					
Core lane location						
Bulk sp. gr., in place	2.38	2.34	2.36	2.34	2.30	2.27
Bulk sp. gr., recompacted	2.46	2.44	2.44	2.42	2.42	2.40
Per cent relative compaction	96.6	95.6	96.7	96.7	95.0	94.6
Per cent voids, in place	4.0	6.4	6.0	6.4	8.7	9.2
Per cent voids, recompacted	0.8	2.4	2.8	3.2	4.0	4.0

REPORT TO:

- 0 Bureau of Public Roads
- X 0 Construction Engineer
- 0 Maintenance Engineer
- 0 Bridge Engineer
- 0 Requisition Office
- X 0 Division Engineer Versteeg
- 0 Resident Engineer
- 0 Dist. Maint. Supt.
- 0 Foreman
- X 0 Files
- X Soils & Geology
- X Parker

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications. Asphalt content is near the design, void content is at a satisfactory level and reclaimed penetration is high. The PM88 is of a 1.8 CBE quality.

A-2-d

OREGON STATE HIGHWAY DEPARTMENT
Materials Division
Laboratory Report

Project	Interstate Overlay Need Study Deady-S. Umpqua River		
Highway	Pacific	**Prefix No.**	610-1994-910
Contractor	E.C. Hall-J. C. Compton	**County**	Douglas
Submitted by	Elliott Parker	**Contract No.** 4157 **F.A. Project No.**	
		Date Reported	Dec. 20, 1972
		Laboratory Charges	$5.00

REPORT ON SAMPLE OF AGGREGATE

Source of material NW ¼, Sec. 25, R. 6W, T. 26S

To be used	Base-Asphalt Concrete	**Sampled at**	Winchester Bar on N. Umpqua River
Sampled by	W. H. Beal	**Date received**	Dec. 19, 1972
Date Sampled		**Quantity represented**	

Sample No. 1-2-3-4A

TEST RESULTS

This report is a copy of #992980 for I.C on Contract #62

Laboratory No.	72-31125	**Type of material**	Gravels Bar Run
Data Sheet No.	62326A	**Screen opening** Square	

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
5	0	0	
4	4	4	
3	7	11	
2	8	19	
1½	7	26	
1	10	36	
3/4	6	42	
1/2	8	50	
3/8	6	56	
1/4	6	62	
4	4	66	
10	9	75	
40	18	93	
80	4	97	
200	2	99	
P200	1.5	1.5	
Total	100.0		
P200 T-11		[illegible]	

Abrasion, per cent wear, Los Angeles Rattler -A-	17.96	
Specific gravity (Le Chatelier) Bulk Gr. 2.55	SSD: 2.62	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, % loss	1½-3/4	4.31
	3/4-3/8	3.49
	3/8-4	9.37
Plasticity index: Natural fines	14	%
Manufactured fines		%
Liquid limit: Natural fines	38	%
Manufactured fines		%
Fracture		%
Sand equivalent		%
Oregon degradation: Pass No. 20		%
Height		in.
Strength test, per cent of standard mortar: Compression		%
Organic Material, color plate No.		
Absorp. 2.87		

Material as represented by this sample (does) (does not) comply with specifications. Review of Contract #4157 reco and the above test results indicate that aggregate used in base construction is of a 0.5 crushed base equivalent quality for the 3"-0 bottom course (fracture, cleanliness, gradation deficiency and 3/4"-0 top course is of a 1.0 CBE.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Versteeg
- Resident Engineer
- Dist. Maint. Supt.
- Geologist
- DeSerano
- X Files
- X Geology and Soils
- X Parker

Degrades 1"-3/4"

Bag #	%P#20	Height
1	20.13	2.1
2	20.63	2.0
3	23.87	2.2
4	20.73	2.1
5	22.29	2.1

John C. [illegible]

Engineer of Materials

A-2-e

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project Sutherlin-Winchester
Prefix No. 610-1992-910
Highway Pacific
County Douglas
Contractor Roy L. Houck & Sons
Contract No. 6358
F.A. Project No.
Submitted by Elliott Parker
Completed 1965
Date Reported December 22, 1972
Laboratory Charges $30.50

REPORT ON SAMPLE OF AGGREGATE

Source of material Zumwalt S&G at Saginaw, SW¼, SW¼, Sec. 10, T.20S, R.3W.
Sampled at Crusher
To be used A/C
Date received Feb. 17, 1972
Sampled by W. H. Beal Feb. 14, 1972
Quantity represented
Date Sampled Feb. 14, 1972
Sample No.

TEST RESULTS

Laboratory No. 995252
Type of material Sand
Data Sheet No. A62334
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
3/8	0	0	
1/4	1	1	
4	3	4	
10	15	19	
40	60	79	
80	16	95	
200	4	99	
P200	1.2	1.2	
P200 T-11	3.6%		
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, % Loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	NP	%
Manufactured fines		%
Liquid limit: Natural fines	NP	%
Manufactured fines		%
Fracture		%
Sand equivalent	66	
Oregon degradation: Pass No. 20		%
Height		in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		

Material as represented by this sample (does) (does not) comply with specifications. This sample contains insufficient #30-0 for use as Muck Sand. Gradation does not agree with that tested in 1965.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Versteeg
Resident Engineer
Dist. Maint. Supt.
Geologist
DeSerano
X Files
X Parker
X Soils & Geology

Engineer of Materials

A-2-f

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
Materials Division
Laboratory Report

Project	Interstate Overlay Need Study Sutherlin Jct.-Winchester	**Prefix No.**	610-1992-910
Highway	Pacific	**County**	Douglas
Contractor	Roy L. Houck & Sons — **Contract No.** 6358	**F.A. Project No.**	
Submitted by	Elliott Parker — Completed 1965	**Date Reported**	Dec. 22, 1972
		Laboratory Charges	$5.00

REPORT ON SAMPLE OF AGGREGATE

Source of material	N.W. ¼, Sec. 25, R.6W., T.26S.		
		Sampled at	Winchester Bar on N. Umpqua River
To be used	In A/C Overlay		
Sampled by	W. H. Beal	**Date received**	Dec. 21, 1972
Date Sampled	Feb 14, 1972	**Quantity represented**	
Sample No.	1-2-3-4A		

TEST RESULTS

Laboratory No.	72-31218	**Type of material**	Gravels Bar Run
Data Sheet No.	A62326A	**Screen opening Square**	

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Percent Passing
5	0	0	
4	4	4	
3	7	11	
2	8	19	
1½	7	26	
1	10	36	
3/4	6	42	
1/2	8	50	
3/8	6	56	
1/4	6	62	
4	4	66	
10	9	75	
40	18	93	
80	4	97	
200	2	99	
P200	1.5	1.5	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	-A-	17.96
Specific gravity (Le Chatelier)	Bulk Gr. 2.55	SSD: 2.62
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, % Loss	1½-3/4	4.34
	3/4-3/8	3.49
	3/8-4	9.37
Plasticity index: Natural fines	14	%
Manufactured fines		%
Liquid limit: Natural fines	38	%
Manufactured fines		%
Fracture		%
Sand equivalent		
Oregon degradation: Pass No. 20		%
Height		in.
Strength test, per cent of standard mortar:		
Compression		%
Organic Material, color plate No.		
Absorp. 2.87		

Material as represented by this sample (does) (does not) comply with specifications. Review of contract #6358 records and the above test results indicate that the 3"-0 stone subbase is of a 0.5 CBE quality and the cement treated base is of a 1.8 CBE.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Versteeg
Resident Engineer
Dist. Maint. Supt.
Geologist
DeSerano
X Files
X Parker
X Soils & Geology

Originally reported
Lab #992880.

Degrades 1"-1/4"

Bag #	%P#20	Height
1	20.13	2.1
2	20.63	2.0
3	23.87	2.2
4	20.73	2.1
5	22.29	2.1

Engineer of Materials

A-2-9

OREGON STATE HIGHWAY DIVISION
MATERIALS SECTION
Pavement Evaluation– ~~PRELIMINARY~~ BITUMINOUS MIXTURE DESIGN
Interstate Overlay Need Study

Laboratory No. 731124
Data Sheet No. 62323
Prefix 610-1894-912
Amount Charge 5
Date Received
Date Reported Dec. 20, 1972

Project Deady - Stlmson R.
Mix Type-Class B - Asphalt Concrete
Contractor: Prime E.C. Hall - J.C. Compton Contract No. 4157 Fed. Aid No. [illegible]-133(17)&73(3)
Paving Compton
Engineer: Region [illegible]
Resident Asbury - Keasey
Aggregate: Source [illegible]
Asphalt: Brand [illegible] Type [illegible]
Grade 85-100
MIX DESIGN PROPORTIONS: [illegible] Contract #6275

Agg. Size	Contract No. 6275			Comb. Agg.		RECOMMENDED MIX PROPORTIONS			
% Comb.	[illegible]			Dry Sieve	Gradation - test sample washed by [illegible]				
						Wearing Surface	Base Course	Shoulder Course	F.M.S.B. Course
1									
¾									
½	13.3			14.1	14.5	13.2	13.1		
3/8				11.3	11.3	10.6	10.6		
¼	21.4			11.3	11.3	10.6	10.6		
4	11.9			12.6	12.6	11.9	11.8		
10	13.2			14.0	13.9	13.1	13.0		
40	16.1			17.1	17.0	16.0	15.8		
200	14.3			15.2	15.0	14.1	14.0		
P200	4.1			4.4	4.7	4.6	4.6		
~~[illegible]~~ fill	5.7								
Asphalt Content Including 0.3 Retention						*5.9	*6.5		

* Recommended asphalt content will not satisfy AASHO T165 test requirements, [illegible] 7.8.3

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	F.M.S.B.
Bulk Sp. Gravity @ 100% Compaction	2.35	2.37		
Mix Design % Voids @ 100% Compaction	4.0	2.1		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Douglas 25%(?)	5.0	5.5	6.0	6.5	7.0
" Film Thickness	Dry	Dry-Sat.	Sat.	Sat.	Sat.-Thick
Stability Value @ 1st Compaction	47	46	46	37	24
Cohesion " " "	356	370	437	521	622
Bulk Sp. Gravity @ 1st Compaction	2.26	2.29	2.30	2.32	2.33
Percent Voids " "	8.9	7.5	5.7	4.1	2.7
Stability Value @ 2nd Compaction	66	61	55	27	12
Bulk Sp. Gravity @ 2nd Compaction	2.31	2.33	2.35	2.37	2.37
Percent Voids " " "	6.9	5.3	3.7	2.1	1.2
Real Gravity @ 0% Voids	2.48	2.46	2.44	2.42	2.40

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) Douglas 25%(?)	5.0	6.0	7.0
Index of Ret. Str. (%)	35	53	51

Review of contract #4157 records, test report #72-31125 and the above test results indicate that asphalt concrete constructed in 1954-5 does not satisfy requirements for wet strength retention (Section 703.03-(c)) and asphalt content. Strength retention at the average top and base course asphalt contents of 5.5, 5.7% are 48% and 50%. Since these deficiencies result in reduced pavement durability, the as constructed asphalt concrete is of a 1.7 crushed base equivalent quality.

Engineer of Materials

FWHA
X Construction
Maintenance
Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
Regional Geologist
X Files
X Versteeg
X Parker

A-2-h

OREGON STATE [illegible] DIVISION
MATERIALS SECTION
Pavement Evaluation
~~PRELIMINARY~~ BITUMINOUS MIXTURE DESIGN

Interstate Overlay Need Study

[illegible]oratory No. R31216
Data Sheet No. 62333
Prefix 610-1992
Amount Charge 140
Date Received 2/17/72
Date Reported Dec. 22, 1972

Project Sutherlin - Winchester Mix Type-Class "B" A/C
Contractor: Prime Ray L. Houck & Sons Contract No. 6358 Fed. Aid No.
Paving Houck Completed 10/8/65
Engineer: Region L.R. Chandler Resident J. Hagedorn
Aggregate: Source Winchester Bar Type Gravel
Asphalt: Brand Shell Grade 85/100

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 6358			Comb. Agg.		RECOMMENDED MIX PROPORTIONS			
				Dry	Gradation - test sample washed by Rotarex				
~~% Comb.~~	Bit. Ave.			Sieve		Wearing Surface	Base Course	Shoulder Course	P.M.B.B. Course
1									
¾									
½	11.3			12.0	11.9	11.2	11.1		
3/8				14.0	13.4	13.0	13.0		
¼	26.5			14.0	13.9	13.0	13.0		
4	8.9			9.4	9.4	8.8	8.8		
10	20.8			22.1	21.9	20.5	20.4		
40	16.6			17.6	17.5	16.5	16.4		
200	6.7			7.1	7.3	6.8	6.8		
P200	3.6			3.8	4.2	3.9	3.9		
~~No. Agg.~~	A/C 5.6								
Asphalt Content Including 0.2 %Retention						6.3	6.6		

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction	2.36	2.37		
Mix Design % Voids @ 100% Compaction	3.2	2.2		

MIX DESIGN TEST DATA: Temperature of Mixture when mixed - 280°F.
Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Shell 85/100	4.5	5.0	5.5	6.0	6.5
" Film Thickness	Dry	Dry-Suff.	Suff.	Suff.	Suff.-Thick
Stability Value @ 1st Compaction	37	37	38	38	39
Cohesion " " " "	370	437	463	466	492
Bulk Sp. Gravity @ 1st Compaction	2.25	2.27	2.29	2.31	2.32
Percent Voids " " "	10.4	8.8	7.3	5.7	4.5
Stability Value @ 2nd Compaction	66	64	58	51	51
Bulk Sp. Gravity @ 2nd Compaction	2.29	2.31	2.33	2.35	2.37
Percent Voids " " "	8.8	7.2	5.7	4.1	2.5
Real Gravity @ 0% Voids	2.51	2.49	2.47	2.45	2.43

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content(%) Shell 85/100	4.5	5.5	6.5
Index of Ret. Str. (%)	26	54	76

Review of contract #6358 records, report #974851 and the above test results indicate that the asphalt concrete constructed has a low index of retained strength with resulting poor pavement durability. Strength retention at the project average asphalt contents of 5.5% - Top lift and 5.7% base are 54% and 57%. The pavement as constructed is of a 1.8 CBE quality.

FWHA
X Construction
Maintenance
Regional Engineer
Regional Maint. Eng.
Resident Engineer
X Soils & Geology
Regional Geologist
X Files
X Versteeg
X Parker

Engineer of Materials

A-2-i

OREGON STATE HIGHWAY DIVISION

Pavement Evaluation

Materials Section

~~PRELIMINARY~~ BITUMINOUS MIXTURE DESIGN

Laboratory No.	31217
Data Sheet No.	62333
Prefix	610-1992
Amount Charge	140
Date Received	2/17/72
Date Reported	Dec. 22, 1972
Mix Type-Class	P.M.B.B. (1"-0)
Fed. Aid No.	

Interstate Overlay Need Study

Project: Sutherlin – Winchester

Contractor: Prime: Roy L. Houck Sons Contract No. 6358

Paving: Houck

Completed 8/12/65

Engineer: Region: L. R. Chandler Resident: J. Hagedorn

Aggregate: Source: Winchester Bar Type: Gravel

Asphalt: Brand: Shell Grade: 85/100

MIX DESIGN PROPORTIONS:

Agg. Size	Contract No. 6358			Comb. Agg. Dry Sieve[1]	Washed by Rotarex[1]	RECOMMENDED MIX PROPORTIONS Wearing Surface[2]	Base Course[2]	Shoulder Course[2]	P.M.B.B. Course
~~% Comb.~~	Bit. Ave.								
1									
3/4	21.0			21.8	21.6				22.6
1/2	13.7			14.3	14.1				13.4
3/8									
1/4	16.5			17.2	17.0				16.1
4				7.0	6.9				[illegible]
10	22.9			16.9	16.7				15.7
40	P10 21.9			12.9	12.8				12.1
200				6.4	6.5				6.2
P200				3.5	4.4				4.2
~~No. Ave.~~	Ac 4.0								
Asphalt Content Including			0.4	% Retention					5.0

COMPACTION CONTROL AND VOID CONTENT DATA:

Mix Type - Course	Wearing	Base	Shoulder	P.M.B.B.
Bulk Sp. Gravity @ 100% Compaction				2.36
Mix Design % Voids @ 100% Compaction				

MIX DESIGN TEST DATA: Temperature of Mixture When Mixed 280°F.

Resistance to Deformation and Cohesion: (ASTM-D1560 and 1561)

Asphalt Content (%) Shell 85/100	3.5	4.5	5.5	6.5
Asphalt Film Thickness	Dry	Dry [illegible]	Su[illegible]	Su[illegible]
Stability Value @ 1st Compaction	51	23	23	[illegible]
Cohesion Value @ 1st Compaction	305	347	429	[illegible]
Bulk Sp. Gravity @ 1st Compaction	2.27	2.31	2.35	2.38
Percent Voids @ 1st Compaction	10.3	7.2	4.1	1.2
Stability Value @ 2nd Compaction	[illegible]	[illegible]	[illegible]	[illegible]
Bulk Sp. Gravity @ 2nd Compaction	2.30	2.34	2.39	[illegible]
Percent Voids @ 2nd Compaction	4.1	[illegible]	[illegible]	[illegible]
Real Gravity @ 0% Voids	2.53	2.49	2.45	2.41

Effect of Water on Cohesion: (AASHO-T-165)

Asphalt Content (%) 85/100	3.5	[illegible]	[illegible]	[illegible]
Index of Ret. Str. (%)	36	[illegible]	[illegible]	[illegible]

[1] Test Gradation calculated from aggregate production averages.

[2] Design Gradation provides full job mix tolerance within broad bond grading limits (section 403.11).

FWHA

X Construction

Maintenance

X Regional Engineer Versteeg

Regional Maint. Eng.

Resident Engineer

X Soils & Geology

X Regional Geologist

Files

X Parker

Based on the above test data, review of contract #6358 records and report #994351 the Plant Mixed Bituminous Base as constructed in 1965 is of a 1.8 CBE quality.

Engineer of Materials and Research

Page ________

TRAFFIC ANALYSIS

SECTION: Sutherlin Jct.-Winchester
HIGHWAY: Pacific (FAR 3)
COUNTY: Douglas

6300 Present ADT (19 63)
17 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	195	2.72	530	363	450	163,350
3	145	2.72	394	270	1000	270,000
4	50	2.72	136	93	1250	116,250
5	675	2.72	1836	1256	3180	3,994,080
6	5	2.72	14	10	2570	25,700
				1992 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 4,569,380
TWENTY YEAR EWL 91,387,600
TRAFFIC COEFFICIENT 11.5

TRAFFIC ANALYSIS

SECTION: Sutherlin Jct.-Winchester
HIGHWAY: Pacific (FAR 3)
COUNTY: Douglas

6300 Present ADT (1963)

17 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	195	2.72	530	363	450	163,350
3	145	2.72	394	270	1000	270,000
4	50	2.72	136	93	1250	116,250
5	675	2.72	1836	1256	3180	3,994,080
6	5	2.72	14	10	2570	25,700
				1992	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 4,569,380

(1973-1983) ELEVEN ~~TWENTY~~ YEAR EWL 50,263,180

11-Yr. TRAFFIC COEFFICIENT 10.7

Sutherlin Jct.-Winchester
Pacific Highway (FAR 3)
Douglas County

Mile Point	O.W.T.	I.W.T.
S.B. 186.44	0.015	
	0.013	
	0.012	
	0.014	
	0.009	
	0.008	
	0.010	
	0.012	
	0.012	
	0.010	
S.B. 186.00	0.008	
	0.009	
	0.010	
	0.010	
	0.010	
	0.011	
	0.008	
	0.009	
	0.008	
	0.009	
N.B. 188.33		0.014
	0.010	
	0.008	
		0.014
	0.010	
	0.011	
		0.012
	0.013	
	0.009	
		0.011
	0.013	
	0.013	
		0.014
	0.015	
	0.016	
		0.015
N.B. 181.7		0.014
	0.010	
	0.011	
		0.015
	0.014	
	0.013	
		0.014
	0.013	
	0.013	
		0.011
	0.010	
	0.013	
		0.009
	0.011	
	0.012	
		0.009

TRAFFIC ANALYSIS
1963 - 1983
TWENTY YEAR DESIGN PERIOD

SECTION: Sutherlin Jct.-Winchester

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

6300 Present ADT (1963)

17 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	195	2.72	530	363	38.25	13,884.75
3	145	2.72	394	270	81.76	22,075.20
4	50	2.72	136	93	105.30	9,792.90
5	675	2.72	1836	1256	257.76	323,746.56
6	5	2.72	14	10	213.96	2,139.60
				1992 TOTAL		

18 kip s.a./day	1,018.189
TOTAL AVERAGE ANNUAL 18 kip s.a.	371,639.01
TWENTY YEAR 18 kip s.a.	7,432,780
RATIO	

TRAFFIC ANALYSIS

1965 - 1973

OPENING YEAR TO YEAR PAVEMENT REACHED $P_t = 2.5$

SECTION: Sutherlin Jct.-Winchester

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

6300 Present ADT (1963)

17 Percent Trucks

AXLES	*TWO WAY TRUCK ADT* 1965	*EXPANSION FACTOR*	*TOTAL TADT* 1973	*MEAN TADT* 1965-1973	*ANNUAL ONE WAY 18 kip s.a.*	*AVERAGE ANNUAL 18 kip s.a.*
2	229		363	296	38.25	11,322.00
3	170		270	220	81.76	17,987.20
4	59		93	76	105.30	8,002.80
5	791		1256	1024	257.76	263,946.24
6	6		9	8	213.96	1,711.68
				1624 TOTAL		

18 kip s.a./day	830.054
(1965-1973) TOTAL AVERAGE ANNUAL 18 kip s.a.	302,969.92
Total (1965-1973) ~~TWENTY~~ EIGHT YEAR 18 kip s.a.	2,423,759
RATIO	

A-5-a

TRAFFIC ANALYSIS
1965 - 1983
REMAINDER OF DESIGN PERIOD AFTER OPENING

SECTION: Sutherlin Jct.-Winchester

HIGHWAY: Pacific (FAR 3)

COUNTY: Douglas

6300 Present ADT (19 63)

17 Percent Trucks

AXLES	TWO WAY TRUCK ADT 1965	EXPANSION FACTOR	TOTAL TADT 1983	MEAN TADT 1965-1983	ANNUAL ONE WAY 18 kip s.a.	AVERAGE ANNUAL 18 kip s.a.
2	229		530	380	38.25	14,535.00
3	170		394	282	81.76	23,056.32
4	59		136	98	105.30	10,319.40
5	791		1836	1314	257.76	338,696.64
6	6		14	10	213.96	2,139.60
				2084 TOTAL		

18 kip s.a./day 1,065,060

(1965-1983) TOTAL AVERAGE ANNUAL 18 kip s.a. 388,746.96

Total (1965-1983) EIGHTEEN ~~TWENTY~~ YEAR 18 kip s.a. 6,997,445

RATIO

A-5-b

8059

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Roseburg, Oregon

DATE March 27, 1974

TO J. H. Versteeg, Road Design Engineer
Atten: Frank E. Herring

FROM J. X. WILSON, Regional Construction Engineer

SUBJECT Sutherlin-Winchester Section
~~Pacific Highway~~
Douglas County

Jack McCormick tells me he has had no extra special problems in the area you mentioned in your letter dated March 7, 1974. We both agree, however, that the recommended treatment would be to cut the subgrade to drain toward the median.

JXW/cw

cc Jack McCormick

?

1

2

RECEIVED
MAR 28 1974
ROAD
DESIGN
SECTION

8059

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Roseburg, Oregon

DATE March 27, 1974

TO J. H. Versteeg, Road Design Engineer
Atten: Frank E. Verpin

FROM J. X. WILSON, Regional Construction Engineer

SUBJECT Sutherlin-Winchester Section
Pacific Highway
Douglas County

Jack McCormick tells me he has had no extra special problems in the area you mentioned in your letter dated March 7, 1974. We both agree, however, that the recommended treatment would be to cut the subgrade to drain toward the median.

JXW/cw

cc Jack McCormick

?

1
2

RECEIVED
MAR 28 1974
ROAD
DESIGN
SECTION

8059

Salem, Oregon

March 7, 1974

J. X. Wilson, Region III Construction Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin, Final Design Engineer

[redacted]therlin-Winchester Section
Douglas County

Where the northbound roadway is separated from the southbound roadway (approximately 3 miles) we have noted that when the southbound lanes were constructed (1963-1964) that the median shoulder subgrade was not broken back to the normal 0.02'/feet slope toward the median thus allowing water to infiltrate the open graded subbase across and under the roadway.

Would you please inform this office if this has created a problem of pavement failure. If water is passing through the subgrade and we add the 4" to 5" overlay as planned, will then this additional weight add to the problem?

Perhaps perforated drain pipe should be installed at the shoulder break-point or the shoulder rock removed and the subgrade cut to drain toward the median.

Will you please review this problem and present your thoughts by March 22, 1974.

ROAD
D
SECTION

FET:we
cc: Clarence Gregg
W. E. Cole

8059

Salem, Oregon

January 2, 1974

J. X. Wilson, Region III Construction Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin, Final Design Engineer

Cranfill Bar
Sutherlin Junction - Winchester Section
[redacted]
Douglas County

The use of the subject for a material source has been reviewed by this office.

In view of the many requirements and obstacles presented in order to clear all required permits it appears that use of this source at this time is not advisable. It may be that, at some future date, it will become feasible to develop the source, when all other suitable sources have been exhausted.

1 Versteeg
A. Olson
Terpin
2 Scott
Swenson
R. Olson
Trout

RECEIVED
JAN - 2 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

FET:we
cc: W. E. Cole
Fred Eriksen
Lyle K. Watson
C. G. Swenson

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 7, 1973

SUBJECT: Material Source
Sutharlin Jct.-Winchester Sec.
Pacific Highway
Douglas County

To: J. H. Versteeg
Road Design Engineer
SALEM

Attention Frank Terpin

Resident Engineer Vern Shull has proposed the Cranfill Bar, Umpqua River, IR-5-254, as a material source for the subject project. He has checked with the agencies involved in securing clearance and has submitted the attached report.

Would you look over this material and let me know what part each of us is to play in securing permits, zone change etc. to get the bar set up as a material source.

M. S. Harig

For: J. X. WILSON
Regional Construction Engineer

JXW/cw
Attach.

1 Versteeg V
A. Olsen
2 Terpin F
Scott
DRP copy 3 Swenson
R. Olson
Trout V

RECEIV
ROAD DESIGN SECTION
Other

REFERRED TO
[✓ Cole] WEC. Reed
[✓ Erikson] E.E. Semple
Hager [✓ Watson] R.W.
Return ☐ Forward ☐
[✓ Discuss] ☐ File ☐
BY FINAL DESIGN ENGINEER

FORM [illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 3, 1973

SUBJECT: Cranfill Bar
Umpqua River
IR - 5 - 254
Douglas County

To: Alfred Shirley, Jr.
Region Engineer
Roseburg, Oregon

Attention: J.X. Wilson

The Roseburg office of the State Game Commission, Dept. of Environmental Quality, Douglas County Road Dept., Douglas Co. Water Resources Survey and the Douglas Co. Planning Commission were contacted in regards to our intended use of Cranfill Bar.

A sketch is included showing a plan for the intended use.

Use of the Bar would require use of an existing haul road easement and a bridge across the Umpqua River, also required would be clearing approximately 5 acres in the timber for stockpile sites, etc.

The Umpqua River is classed as a navigable river at this point so the Department of Army, Corps of Engineers would get involved in the crossing structure.

Following is a summary of comments received from the various agencies contacted:

Cranfill Bar

1, Game Commission - Nov. 28

Fishery: Dan Carelson had no objections, due to it being a dry bar, but would like to review the plans for the crossing structure.

Game: Bill McCaleb had no objections so long as the clearing can be held to 5 acres or under.

2 Dept. of Enviornmental Quality - Nov. 29

Donn Neff, Assistant Regional Director, had no objections. He stated that if settling ponds are used they would require a permit. If the ponds drained into the river it would take a waste discharge permit from the Enviornmental Protection Agency, this takes approx. 180 days to acquire. 2A 6 mo. -

If the ponds are the recirculating type it would take a waste discharge permit from the Department of Enviornmental Quality, this takes approx. 60 days.

3 Douglas County Road Dept.

Don Anderson said there was a 21 ton load limit on the bridge across Calapooya Creek. There is an alternate route to Sutherlin, bypassing the bridge, on a county road. Mostly unpaved. No specific load limit.

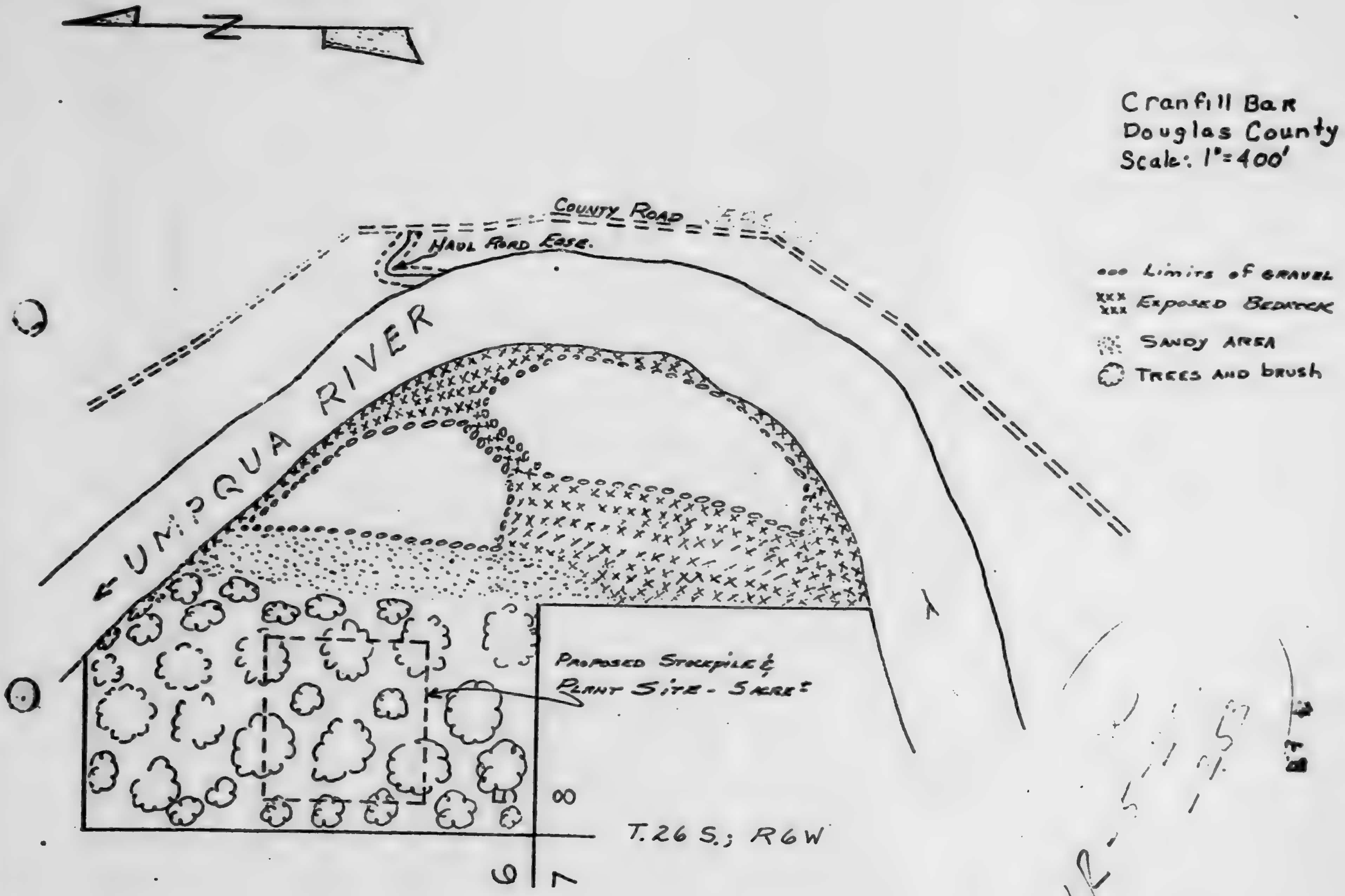
4 Douglas County Water Resource Survey - Nov. 29
Berl Oar looked at the site and expressed no objections.

5 Douglas County Planning Commission - Nov. 29
Frank Nielsen (Zoning)

Mr. Nielson stated that the Cranfill Bar is in an area zoned "Agriculture - Grazing, Timber", which does not include gravel removal as a use. A zone change to Agriculture- Grazing or Farming-Recreation would include gravel removal, crushing and hot plant site as an acceptable use for the property.

A zone change takes approx. 3 months.

Vernon E. Shull
Vernon E. Shull,
Resident Engineer


Cranfill Bar
Douglas County
Scale: 1"=400'
County Road Ease.
Haul Road Ease.
UMPQUA RIVER
ooo Limits of gravel
xxx Exposed Bedrock
Sandy Area
Trees and brush
Proposed Stockpile & Plant Site - 5 acre±
6
7
8
T.26 S.; R6W
N

(This is not a building permit) Application Number ____________

APPLICATION FOR ZONE CHANGE

The Applicant ______________________________ is / are
(PLEASE PRINT OWNER'S OR LESSEE'S NAME)

the owner__ / lessee__ of property situated at: ______________________________

____

Exact Legal Description of said property being ______________________________

____

____

____

(A) Above described property was acquired by Applicant on ______________ (Month, Day, Year)

(B) What covenants, conditions, or restrictions, concerning use of property, type of improvements contemplated, as well as yard, set-back, area or height requirements, if any, were placed on the property by subdivision tract developers?

Give date said restrictions expire ______________

____

____

____

(C) REQUEST: The undersigned owner__ / lessee__ of property hereby requests that you recommend to the Board of County Commissioners that the ______________ Zoning Ordinance be amended by reclassifying the above described property.

FROM ZONE AGT TO ZONE ______________

1. Explain wherein the public necessity, convenience, general welfare, or good zoning practice justify the change of zone requested.

APPLICANT'S AFFIDAVIT

I,
We, ...
(Print Name in Full)

are lessee
am the owner of the property involved in this application and that the statements and information herein contained are in all respects true and correct to the best of my knowledge and belief.
our

Signed..

....

....
(Phone Number)

....
Mailing Address of Applicant Postal Zone

This is to certify that the foregoing application has been inspected by me and has been found to be thorough and complete in every particular.

Receipt No. .... Date ....

Date Received by County Planning Department ....

By...
Zoning Administrator

We, the undersigned OWNERS of ADJACENT PROPERTY as shown upon map attached to the application hereby certify that we have read the foregoing petition and agree that the facts stated, correctly present the conditions surrounding the property involved in this application, and believe the application SHOULD BE GRANTED. (Add additional sheets where necessary. These signatures are desirable but not demanded.)

Name	Address	(LEGAL DESCRIPTION) Tract	Block	Lot

2059

Salem, Oregon

November 29, 1973

J. X. Wilson, Region III Construction Engineer

Frank E. Terpin, Final Design Engineer

Material Source
[redacted]
Douglas County

Enclosed please find a copy of the Report of Survey on the subject project.

As stated in paragraph seven, a material source is being investigated. Would you please expedite this matter and furnish this office with a development plan for the area that will provide the required material and leave this site in an acceptable condition.

1 Versteeg ✓
A. Olson
Terpin
Scott
Jh Copy Swenson
R. Olson
Trout 4

RECEIVED
NOV 29 1973
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not file ☐
Return to
Bring Up___/___/___
Other______

FET:we
Enclosure
cc: W. E. Cole

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. 7, 1973

SUBJECT: Report of Survey
N. Oakland Jct.-Winchester Section
Sutherlin-Winchester Unit
Pacific Highway
Douglas County
610-1934

To: Mr. Alfred Shirley Jr.
Region Engineer
Roseburg, Oregon

This survey commenced March 13, 1973 for the purpose of upgrading the present facility to present standards.

In general the present facility is in good shape with standard Median and shoulder widths.

The accompanying estimate reflects the installation of concrete Median Barrier, new guardrail and new guide posts. All present metal rail members, metal components and guide posts to be stockpiled in the Winston Maintenance yard.

In one area, Northbound side, we are indicating the need for longer than normal guardrail posts. This is where old Highway 99 is adjacent to, and lower than, the Freeway. In order to obtain proper guardrail height the longer posts will be required. It is not practical to move old 99 in order to widen the present shoulders.

One present cutbank accounts for the bulk of the excavation. It is now eroding considerably and creates a maintenance problem. By selection this material can be used in the shallow fills as well as the deeper ones. We made no allowance for overhaul.

One small retaining wall is shown at the Sutherlin Interchange, in order to flatten slopes and not spill over into an adjacent frontage road.

The clearing is very minor so no item is included, rather it should be handled as an incidental item.

At the present time we have no designated material source. The region Geoligist is attempting to locate one.

There are no special drainage problems and no special traffic problems anticipated during construction.

The project is well referenced and re-establishing centerlines should be no problem.

Vernon E. Shull

[illegible]

[illegible]

8059 Sutherlin Intch--Winchester 1974
Intchg.Sec. of Pac Hwy.'
(Grade,pave,sign & illum.) #2

8059

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 80-1)

To be completed by Washington Headquarters Personnel

PART A

STATE: Oregon

COUNTY: Douglas

FEDERAL PROJECT NO.: I-5-3(98) 130

URBAN ☐ RURAL X

	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY
		CONSTRUCTION TYPE CODES		6201
	20	FINAL CONSTRUCTION COST	DOL.	2,241,014
	21	LENGTH OF PROJECT	MILES	7.293

DATE STARTED: September 16, 1974

DATE COMPLETED: April 16, 1976

PART B

30	LABOR	TOTAL MAN HOURS 44,211	GROSS EARNINGS 425,895
22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	
9	PETROLEUM PRODUCTS	GAL.	850,631
1	CEMENT	BBL.	329,510
2 / 92			99
3			
4			16,245
5			3.2
7			3,100
8			
10			
11			54,150
12			76
15 / 95			72,760 27,408
16			
17			1250
18			48,645
19			
23			
24			68,653
			64,824

REMARKS

6	850
8	209
12	223
15	7
18	407
24	42

RECEIVED
STATE HWY ENGR
MAY 3 '77
REFER TO
FOR
Info | Inter. | R/D | O/R | Sign | Ad | File

5-3-77
orig Church
Jerry Keasey
Shirley

FORM PR-47

8059

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 1, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts: 8059/60, 8146, 8199, 8222, 8236

We received your safekeeping receipt no. 150247, covering TCD no. 270020, in the amount of $287,500. This replaces TCD no. 256761, (Safekeeping receipt no. 150228) which has matured. There is no change in the amount deposited in lieu of retainage on our contracts with J.C. Compton Co.

A copy of the Safekeeping receipt for the matured certificate is enclosed.

V. E. Skoog
Controller

By ______________________
Janice H. Peterson
Contract Payments Executive

JHP:mm

Enclosure

cc: J. C. Compton Co.

bc: C.W. Head
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

150247

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

DATE 9/29/76

Branch McMinnville No. 17

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$287,500.00 U. S. Bank Savings Certificate No. 00 270020
dtd 9/28/76 due 10/28/76 5.000% reg n/o J. C. Compton Co.
endorsed by J. C. Compton Co. (renewal of Cert. No. 2XX
256761 in lieu of retainage for job

#8059	7,500
#8146	30,000
#8199	56,000
#8222	65,000
#8236	129,000

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

UNITED STATES NATIONAL BANK OF OREGON

September 29, 1976

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #150247 covering U. S. Bank Savings certificate #00 270020 in the amount of $287,500.00 in lieu of retainage for jobs #8059-$7,500.00, #8146-$30,000.00, #8199-$56,000.00, #8222-$65,000.00, #8236-$129,000.00 . This renews certificate #256761.

Very truly yours,

Peggy J Mathews

Peggy J. Mathews
General Loan Officer

bjm

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

8059

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 29, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy Mathews

Re: J.C. Compton Co.
Contracts: 8059/60

Our Contract 8059 with J.C. Compton has been finaled. Contract 8060 requires only a $25,000.00 deposit to cover retainage.

Presently you hold $57,500.00 in lieu of retainage on Contracts 8059/60; $32,500 may be released to the Contractor or transferred to other Contracts with J.C. Compton.

Vernon E. Skoog
Controller

by ______________________
Janice H. Peterson
Contract Payments Executive

JP:mm

cc: J.C. Compton Co.

bc: C.W. Head
R. Church
C. Barrett

NOTED
C.W. HEAD

8059

15

September 20, 1976

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

A post-final payment for $14,100 will be made to J. C. Compton Company on Contract No. 8059 for work on the Sutherlin Interchange-Winchester Interchange Section of the Pacific Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $2,241,013.76 including the post-final payment. Of the total $23,745.38 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

805.9

45

September 10, 1976

J. C. Compton Company
Post Office Box 86
McMinnville, OR   97128

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8059 for work on Sutherlin Interchange-Winchester Section of the Pacific Highway in Douglas County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 47 days is granted because of added work, (Extra Work Order No. 7) for modification of seven signs to change them to breakaway posts at the Sutherlin Interchange.

This extension is for all the time counted in 1976. Our records show time was not counted on November 3 and 4, 1975 when you worked on E.W.O. 9. A stop work order then stopped time charges November 14, 1975 when all regular contract work was completed.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

bc H. S. Coulter
E. S. Hunter
C. T. Keasey
L. W. Rulien
V. E. Skoog
Robert Church
Alfred Shirley, Jr.

JAB:fr:ab

Form 81-724-3030

FILE: CON 5 #8059

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September [illegible], 1976

SUBJECT: Sutherlin Int.-Winchester
Contract No. 8059
Request for Time Extension

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

J. C. Compton Company requests a 56 day extension because of two extra work orders. Some pertinent dates are:

Bids opened	8-29-74	
Contract sent	9-11-74	
Contract time start	9-23-74	
Work started	9-16-74	
300 calendar workdays expired	11- 4-75	(Project 99.4% done)
Project completed	4-16-76	56 days liquidated damages at $300 per day

When the contract time expired November 4, 1975, all contract work was completed except some finishing work on the concrete median barrier. This involved chipping, grinding, and refinishing high and low spots. At that time, Extra Work Order No. 7 had been approved for modification of 7 signs to change them to breakaway posts at the Sutherlin Interchange. By November 14, the contractor had completed all the median barrier corrective work leaving only E.W.O. 7 yet to perform, so a shutdown order was issued as of November 14.

Time charges were resumed March 1, 1976 and were stopped as soon as the E.W.O. 7 work was completed April 16. All the time charged in 1976 is attributable to just E.W.O. 7 and I, therefore, concur in the field recommendations for extension for this 47 days. The 9 days remaining in effect would be for the regular contract work which was required on the median. This was done by a subcontractor. The prime contractor had completed the paving work by the end of July. Engineering did not overrun.

This extension can be granted as participating under delegated authority. Rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

STATE HWY. ENGR.
SEP 8 '76
REFER TO
FOR

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8059 Contractor J. C. Compton Co.

Highway Pacific

Section Sutherlin Intch. - Winchester Intch.

Kind of Work Grading, Paving, and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 47 days time extension of contract time because of Extra Work Order No. 7 (for modification of 7 signs to change them to breakaway posts at the Sutherlin Interchange).
(This is all the time counted in 1976.)

Recommended for Approval:

J. X. Wilson
Regional Engineer

for
Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No.	8059
Project designation (State-Federal)	I-5-3(98)130
Date awarded	Sept. 5, 1974
Work started	Sept. 15, 1974
Per cent completed	-
Date	4/16/76
No. of Workdays Allowed	300
No. of Workdays Used	356
No. of Added Workdays Requested	56

[illegible]

[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 1, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 300 days to 356 days, within which to complete our Contract No. 8059, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The work for these extra days was performed under Extra Work Orders No. 7 and No. 9 and are an extension of the original contract.

Respectfully submitted,

J. C. Compton Co.
Contractor

By

CONSENT OF SURETY

Date July 8, 1976

We, THE TRAVELERS INDEMNITY COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

H.T. Duren
H.T. Duren Attorney-in-fact

(SEAL)

Countersigned by
HANSEN & ROWLAND, INC. OF OREGON
Resident Agent
1929 [illegible]
Portland, Oregon

By Ethel Watt
Resident Agents For Oregon

8059 18

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 7, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8236

We received your safekeeping receipt 150234 covering TCD 256803, $15,000. We enclose safekeeping receipt 150233 covering matured TCD 25669, $25,000.

This transaction results in a $10,000 decrease in securities deposited in lieu of retainage on contracts 8059/60, $15,000 is credited to contract 8236.

Please call our office before release of any additional securities on contracts 8059/60, as J.C. Compton is approaching the required amount of $50,000.

Vernon E. Skoog
Controller

by

Janice H. Peterson
Contract Payments Executive

Enclosure

cc: J.C. Compton Co.

bc: C.W. Head ✓
R. Church
C. Barrett
File

1059 13

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 7, 1976

U.S. National Bank
P.O. Box 500
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8236

We received your safekeeping receipt 150234 covering TCD 256803, $15,000. We enclose safekeeping receipt 150233 covering matured TCD 25669, $25,000.

This transaction results in a $10,000 decrease in securities deposited in lieu of retainage on contracts 8059/60. $15,000 is credited to contract 8236.

Please call our office before release of any additional securities on contracts 8059/60, as J.C. Compton is approaching the required amount of $50,000.

Vernon E. Skoog
Controller

by

Janice H. Peterson
Contract Payments Executive

Enclosure

cc: J.C. Compton Co.

bc: C.W. Head ✓
R. Church
C. Barrett
File

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 31, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

RE: J.C. Compton
Contracts 8059/60, 8146, 8199, 8222, 8236

We received your safekeeping receipt 150228 covering TCD #256761, $ 287,500. We understand this is a replacement for matured TCD 25661, $386,000. The allocation of the current certificate, the matured certificate, and the net change in the amounts deposited on our contracts with J.C. Compton is as follows:

Contract	TCD 256761	TCD 256661	Net Change
8059/60	$106,000	$ 7,500	(98,500)
8146	30,000	30,000	"
8199	56,000	56,000	"
8222	65,000	65,000	
8236	129,000	129,000	

Per our telephone conversation of August 31, we have changed our copy of safekeeping receipt 150228 to read "#8059,$7,500" from "8059, $75,000.

Vernon E. Skoog
Controller

by

Janice H. Peterson
Contract Payments Executive

cc: J.C. Compton

bc: C.W. Head ✓
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8059

1

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 31, 1976

Oregon State Treasurer
103 Capitol Bldg
Salem, Or 97310

Attention: Merle Crowe

Re: J.C. Compton
Contracts 8059/60

Please return $35,000 in Multnomah Co. School Dist. No 3 bonds to the J.C. Compton Co. and cancel your safekeeping receipt 1622. These bonds are securities deposited in lieu of retainage on contracts 8059/60 and are no longer needed.

Vernon E. Skoog
Controller

by

Janice H Peterson
Contract Payments Executive

cc: J.C. Compton Co.

bc: C.W. Head
R. Church
C. Barrett

August 27, 1976

The Travelers Indemnity Co.
Surety Dept.
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On August 20, 1976, we wrote to you concerning release of final payment on Contract No. 8059 awarded to J. C. Compton Co. for work on the Sutherlin Intchge.-Winchester Intchge. Section of the Pacific Highway in Douglas County.

The total contract amount is $2,226,913.78 including $23,745.38 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Building
Portland, OR 97204

TED O
8-27-76 (ker)

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
A. Shirley

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: August 18, 1976

FROM: Church for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 8059, Work Completed April 16, 1976

Project Sutherlin Intchge.-Winchester Intchge.

Highway Pacific

Count(y)(~~ies~~) Douglas

Type of Work Grading, Paving and Signing

Contractor J. C. Compton Company

Recommended Acceptance Date August 20, 1976

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

cc: E. S. Hunter
W. J. Hart

RECEIVED
STATE HWY ENGR
AUG 19 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED
Coulter
STATE HIGHWAY ENGINEER
Date 8-19-76

Letter
Written
8-20-76

8059

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

August 2, 1976

~~U.S. National Bank~~
~~P.O. Box 600~~
~~McMinnville OR 97128~~

Attn: Peggy J. Mathews

Re: J.C. Compton
Contracts 8059/60, 8236

We received your safekeeping receipt 150223, covering TCD 256699, $25,000 (renewal of TCD 251371). There is no charge on the amount deposited in lieu of retainage on our contracts with J.C. Compton Co.

Vernon E. Skoog
Controller

by______________________
Janice Peterson
Contracts Payments Executive

cc: J.C. Compton Co. (P.O. Box 86, McMinnville OR 97128)

✓ bc: C.W. Head
R. Church
C. Barrett

[illegible]ED
C. W. HEAD

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150223

Branch McMinnville No. 17

DATE July 29, 1976

For The Account of Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't ______
☐ CR. SVNG. Acc't ______
☐ Remit ______

DEPOSITED BY J. C. Compton Co.

$25,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #256699 dtd 7-28-76 due 8-27-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal cft. #251371)

In lieu of retainage for
Job #8060 $10,000
8236 15,000

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150223

Branch McMinnville No. 17

DATE July 29, 1976

For The Account of Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$25,000.00 U. S. National Bank of Oregon 5.0% nonnegoti-ble time cft. of dep. #256699 dtd 7-28-76 due 8-27-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal cft. #251371)

In lieu of retainage for
Job #8060 $10,000
8236 15,000

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

July 29, 1976

Finance Branch
Oregon State Highway Division
Salem, OR 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #150223 covering $25,000 time certificate #256699 in lieu of retainage job #8060 $10,000 and #8236 $15,000. This is for renewal of certificate #251371.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

abc
Enc.

RECEIVED
JUL 30 1976
CONTRACT ACCOUNTING

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

8059

OREGON STATE
HIGHWAY DIVISION

July 23, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8146, 8199, 8222, 8236

We received your safekeeping receipt 150219 covering TCD 25661, $386,000. This renews TCD's 251341, $337,000 and 251303, $23,000. Also, you may return the following bonds to the contractor:

Wolf Creek Water Dist., 91/5	$5,000
Clackamas SD #28, 176/80	5,000
Salem Hts. Water Dist., 265/67	3,000
Alto Park Water, 22/3	2,000

By copy of this letter, we are asking the State Treasurer to return $4,000 in Multnomah Co. School District #3 bonds on their safekeeping receipt 1617 to J.C. Compton.

To allow return of the above bonds, it is necessary to change the distribution of the $386,000 TCD from that stated on your letter of July 16, 1976. Please change your records to show the distribution as follows:

Contract	Amount
8059/60	$106,000
8146	30,000
8199	56,000
8222	65,000
8236	129,000

Vernon E. Skoog, Controller

by
Janice Peterson
Contract Payment Executive

cc: J.C. Compton Co.
Oregon State Treasurer

bc: ✓ CW Head
R. Church
C. Barrett

E-123

8059

p

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 14, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

RE: J.C. Compton
Contracts 8059/60, & 8236

Attention: Peggy J. Mathews

Please transfer $94,000 of TCD 251341 (safekeeping receipt 150212) deposited in lieu of retainage on contract 8059/60 to contract 8236. This transfer is at the request of the contractor, J.C. Compton.

V.E. Skoog
Controller

BY ____________________
Janice Peterson
Contract Payments Executive

VES:JP/jm

cc: J.C. Compton Co.

bc: C.W. Head ✓
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8059

June 29, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Re: J.C. Compton Co.
Contracts 8059/60 & 8236

Attention: Peggy J. Mathews

We received your safekeeping receipt 150215, covering TCD 251371, $25,000. This replaces matured certificate 4 213820. There is no change in amounts deposited in lieu of retainage on our contracts with J.C. Compton Co.

V.E. Skoog
Controller

BY
Janice Peterson
Contract Payments Executive

JP/jm

cc: J.C. Compton Co.

150215

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

Branch McMinnville No. 17

DATE June 25, 1976

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$25,000 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #251371 dtd 6/25/76 due 7/26/76 in the name of J. C. COmpton Co. encorsed by J. C. Compton Co. (renewal cft #4 213820)

In lieu of retainage for
job #8060 $10,000
8236 9,000
8236 6,000

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division.

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

[illegible]

UNITED STATES NATIONAL BANK OF OREGON

June 25, 1976

RECEIVED
JUN 29 1976
CONTRACT ACCOUNTING

Finance Branch
Oregon State
Highway Division
Salem, OR 97310

RE: J. C. COMPTON CO.

Gentlemen:

We are enclosing herein our safekeeping receipt #150215 covering $25,000 time certificate #251371 in lieu of retainage job #8060 $10,000, #8236 $9,000, and job #8236 $6,000. This is for renewal of certificate #4 213820.

Cordially yours,

Peggy J Mathews

Peggy J. Mathews
General Loan Officer

PJM/rdg

Enclosure

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O Box 600. McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 21, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton
Contracts 8059, 8060, 8146, 8199, 8222 & 8236

We received safekeeping receipt 150212 covering TCD #251341, $337,000. This replaces the following TCD's: 238642, 238643 238551 and 238621. There is no change in amounts deposited in lieu of retainage on our contracts with J.C. Compton.

The safekeeping receipts for the matured certificates are enclosed.

V.E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

VES:JP/jm

Enc.

cc: J.C. Compton Co.

bc: C.W. Head ✓
R. Church
C. Barrett

UNITED STATES NATIONAL BANK OF OREGON

June 17, 1976

Finance Branch
Oregon State
Highway Division
Salem, OR 97310

Re: J. C. Compton Co

Gentlemen:

We are enclosing herein our safekeeping receipt #150212 covering $337,000.00 time certificate #251341 in lieu of retainage job #8146 $21,000, #8059/60 $192,000, #8199 $55,000, #8222 $39,000, and job #8236 $30,000. This is for renewal of certificates #238642/43, 238551, and 238621.

Cordially yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

PJM/rdg

Enclosure

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600. McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150212

Branch McMinnville No. 17

DATE June 15, 1976

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

unds in this
ertificate
o be released
o J. C.
ompton Co.
nly upon
ritten notice
o disburse
rom Oregon
tate Highway

$337,000.00 U. S. Bank Savings Cft. non-negotiable cft. of dep. 5.375% #251341 dtd 6-15-76 due 7-15-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #238642/43, 238551, 238621) in lieu of retainage for

job #8146	$21,000
Job #8059/60	$192,000
Job #8199	$55,000
Job #8222	$39,000
Job #8236	$30,000

RECEIVED
JUN 18 1976
CONTRACT ACCOUNTING

[illegible] covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

8059

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 4-6

Salem, Oregon
June 14, 1976

FROM: John A. Bond,
Secretary, Claims Review Board

TO: Alfred Shirley, Jr.
Region III Engineer

Attn: J. X. Wilson

SUBJECT: Sutherlin-Winchester
Contract No. 8059
A.C. Penalty Claim

E S HUNTER

The Claims Review Board decision, after their June 10 meeting on this controversy, is to sanction a 50 percent reduction in the deduction penalty caused by the different brand of asphalt supplied. As you know, the contractor indicated he was agreeable to such a compromise. Therefore, please submit a revised Price Agreement 14 to the contractor for precessing in the usual manner.

The Board decision should be considered in the context of this specific claim only and should not be regarded as a precedent or a measure of performance or confidence in the people involved.

JAB:fr

cc: E. S. Hunter
John Walker

IVED
STATE H'WY ENGR
JUN 14 '76
REFER TO
FOR

8059

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 9, 1976

Oregon State Treasurer
Rm. 103, Capitol Bldg.
Salem, Oregon 97310

Attention: Merle Crowe

Re: J.C. Compton
Contracte 8059/60, 8146 & 8222

Please return the following City of Eugene G.O. bonds, due 6-1-76, to the contractor, J.C. Compton Co.

Safekeeping Rect.	Amount	Contract
1596	$50,000	8059/60
1597	35,000	8146
1610	6,000	8222
1616	12,000	8146
2017	8,000	8059/60
2018	2,000	8222

V.E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

JP/jm

cc: J.C. Compton Co.

hc: C.W. Head
R. Church
C. Barrett

RECEIVED
JUN [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

*8057

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 9, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

We confirm receipt of your safekeeping receipt 150202 covering Tri-City Sanitary Dist. bonds $100,000.

We are returning receipt 150203, covering TCD 251303, $23,000. Please change and reissue this receipt as follows:
replace "in lieu of retainage for jot 8146, $10,000" to "in lieu of retainage for job 8059/60, $8,000 and job 8222, $2,000."

This is necessary to cover the amounts being returned on City of Eugene bonds held by the State Treasurer.

Your letter failed to note $10,000 in bonds being returned to J.C. Compton on your safekeeping receipt 146041. Without your notification, we can only assume that you still hold these bonds. Please confirm the disposition of the bonds.

V.E. Skoog
Controller

By ______________________
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

cc: J.C. Compton
bc: C.W. Head
R. Church
C. Barrett

Re: JC Compton Contracts 8059/60, 8146, 8222

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150203

Branch McMinnville No. 17

DATE 6/4/76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't ______
☐ CR. SVNG. Acc't ______
☐ Remit ______

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$23,000.00 5% U. S. Bank Savings Certificate No. 00 251303
dtd 6/4/76 due 7/6/76 n/o J. C: Compton Company endorsed
by J. C. Compton Company
in lieu of retainage for job #8146-$10,000.00
in lieu of retainage for job #8222-$13,000.00

Funds in the certificate to be released to J.CCompton Company only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

[illegible]

Returned
to
Bank

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150202

Branch McMinnville No. 17

DATE 6/4/76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

Funds in the certificates to be released to J. C. Compton Co. only

$50,000.00 Tri-City Sanitary District Gen. Ob. Bd. dtd 4/1/76
6½% Nos. 186/95 w/8/76 & s.c.a. due 2/1/95
$47,000.00 in lieu of retainage for job # 8146
$ 3,000.00 in lieu of retainage for job #8222
$50,000.00 Tri-City Sanitary District Gen. Ob. Bd. dtd 4/1/76
due 2/1/96 6½% w 8/76 & s.c.a
in lieu of retainage for job # 8060
upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

US BANK

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. BOX 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

June 4, 1976

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #150202 covering $50,000.00 Tri-City Sanitary District General Obligation Bond dated 4/1/76 due 2/1/95 6½% Nos. 186/95 with 8/1/76 and s.c.a. representing retainage for $47,000.00 job # 8146 and $3,000.00 job # 8222.

Also represented on this receipt # 150202 is $50,000.00 Tri-City Sanitary District General Obligation Bond dated 4/1/76 due 2/1/96 6½% with 8/1/76 and s.c.a. representing retainage for $50,000.00 job #8060.

Also enclosed is our safekeeping receipt #150203 covering $23,000.00 U. S. Bank Savings Certificate No. 00 251303 dated 6/4/76 due 7/6/76 name of J. C. Compton Company representing retainage for $10,000.00 job #8146 and $13,000.00 job #8222.

These funds replace Oregon State Safekeeping ✓#1596-$50,000.00, ✓#1597-$35,000.00, ✓#1616-$12,000.00, ✓ #1610-$6,000.00 and #1596-$10,000.00, with funds to be returned to J. C. Compton Company.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

bjm

PC: J. C. Compton Company

RECEIVED
JUN - 7 1976
HIGHWAY ACCOUNTING

8059

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 20, 1976

U.S. National Bank of Oregon
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attn: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt 150122, covering TCD 238642, $100,000. This replaces TCD 238482, $100,000 which has matured. Your safekeeping receipt 150122 also covers TCD 238643, $60,000, which is a replacement for matured certificate 238483, $60,000. No change has been made in the allocation of deposits in lieu of retainage on our contracts with J.C. Compton.

Also received was your safekeeping receipt 150119, covering $127,000 TCD 238621, and safekeeping receipt 150120 covering City of Newport improvement bonds in the amount of $73,000. These securities replace matured certificates 213844, $100,000, and 213837, $100,000. There is no change in the amount deposited in lieu of retainage on J.C. Compton contracts.

Please change safekeeping receipt 150122 to read: retainage $25,000 job 8059/60. Receipt presently reads $25,000 job 7860.

V.E. Skoog, Controller

By ____________________
Janice Peterson
Contract Payments Executive

cc: J.C. Compton Co.

bc: C.W. Head ✓ C. Barrett R. Church

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

150119

Branch McMinnville No. 17

DATE May 7, 1976

For The Account of Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton , Co.

$127,000 5.0% U. S. Bank Savings Certificate non-negotiable cft. of dep. #238621 dtd May 7, 1976 due June 7, 1976 in the name of J. C. Compton, Co. Endorsed by J. C. Compton Co.

in lieu of retainage for

job #8146	$21,000
8059/60	79,000
8199	12,000
8222	10,000
8236	5,000

Funds in the certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division/

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150120

Branch McMinnville No. 17

DATE May 7, 1976

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton, Co.

State of Oregon County of Lincoln City of Newport 1976 Improvement Bond. 5.50% dated April 1, 1976 number 14/25 due April 1, 1978 number 26/37 due April 1, 1979, number 38/49 due April 1, 1980, number 50/61 due April 1, 1981, number 62/73 due April 1, 1982, 5.30% number 74/86, due April 1, 1983.

Total $73,000.00

in lieu of retainage for job #8146

Funds in the certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division.

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

150122

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

Branch McMinnville No. 17

DATE May 14, 1976

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of

Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

Funds in these certificates to be released to XXXXXXX J. C. Compton Co only upon written notice to disburse from Ore. St. Hwy. Division	$100,000.00 U. S. Bank Savings Ctf. Non-negotiable ct. of dep 5.0% #238642 dtd May 14, 1976 due june 14, 1976 in the name of J. c. Compton Company endorsed by J. C. Compton Co.(renewal of cft. XXX #238482) Retainage for $50,000 job XX#8059/60 $25,000 job #8236 X$25,000 job #8222 $60,000.00 U. S. Bank Savings Cft. Non-negotiable cft. of dep. 5.0% #238643 dtd May XX 14, 1976 due June 14, 1976 in name of J. C. COmpton Company endorsed by J. C. Compton co. (renewal of cft. #238483) Retainage $25,000 job #7860 XXXXXXX $35,000 job #8199

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

May 14, 1976

Finance Branch
Oregon State
Highway Division
Salem, OR 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #150122 covering $100,000 time certificate #238642 in lieu of retainage job #8059/60 $50,000, #8236 $25,000, #8222 $25,000 and $60,000 time certificate #238643 in lieu of retainage job #7860 $25,000 and #8199 $35,000. This is for renewal of certificates #238482/3.

Cordially yours,

J C Bandonis Jr

J. C. Bandonis, Jr.
Instalment Loan Officer

JCB/rdg

Enclosure

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

US BANK

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
336 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

May 10, 1976

Finace Branch
Oregon State Highway Division
Salem, Ore. 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #150120 covering $73,000 County of Lincoln, City of Newport 1976 Improvement Bond 5.50% dated April 1, 1976 due April 1, 1978/83. This is to represent retainage for job #8146. (5.30% due 1983.)

Also enclosed is $127,000 safekeeping receipt #150119 covering time certificate #238621 in lieu of retainage for job #8146 $21,000, 8059/60 $79,000, 8199 $12,000, 8222 $10,000 and 8236 $5,000.

This replaces our safekeeping receipts #146114 and 146121 for $100,000 each.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

abc
Encs.

RECEIVED
MAY 12 1976
HIGHWAY ACCOUNTING

RECEIVED
MAY 12 1976
CONTRACT ACCOUNTING

8059

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 27, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt No. 146129, covering Union High School Dist. #4 bonds 504/23, totalling $100,000. Also received was your safekeeping receipt 146131, covering TCD 238551, $50,000.

We note that these securities replace matured securities covered by safekeeping receipts 146038 (15,000), 146087 (2,000) and 146107 (125,000).

By copy of this letter, we are notifying the State Treasurer to release Lake Oswego G.O. Bonds 377/82, $6,000, covered by Treasurer's Receipt 1621.

The net effect of these transactions is a $2,000 increase in the amount deposited in lieu of retainage on contract 8222.

Please note that $9,000 in Hermiston general water bonds should remain on deposit, covered by your safekeeping receipt 146087.

Vernon E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

cc: J.C. Compton Co.

JP/jm

US BANK

UNITED STATES NATIONAL BANK OF OREGON

MCMINNVILLE BRANCH
235 E. 3RD STREET
P. O. BOX 600, MCMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

April 22, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #146129 covering $100,000 Union High School District #4 Building Bond County of Clackamas, State of Oregon dated 4-1-76 due 4-1-93 6.10% with 10-1-76 and sca #504/23 for $5,000 each representing retainage for $70,000 job #8146 and $30,000 job #8236.

Also enclosed is $50,000 safekeeping receipt #146131 covering time certificate #238551 in lieu of retainage for $19,000 job #8059, $19,000 #8060, $8,000 #8199 and $4,000 #8222.

These funds replace Oregon State Safekeeping #1621 for $6,000 with funds to be returned to J. C. Compton Co. This also replaces our safekeeping receipt #146038 for $15,000, #146087 for $2,000 and #14607 for $125,000.

Very truly yours,

Peggy J. Mathews
General Loan Officer

abc
Encs.

RECEIVED
APR 26 1976
CONTRACT ACCOUNTING

96497

BANK OF OREGON
SAFEKEEPING RECEIPT

14[illegible]

Branch McMinnville No. 17

DATE April 22, 1976

For The Account of Oregon State Highway Division

96

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$100,000 Union High School District #4 Building Bond County of Clackamas, State of Oregon dtd 4-1-76 due 4-1-93 6.10% with 10-1-76 and sen #504/23 for $5,000 each

Retainage for $70,000 job #8146
30,000 #8236

Funds in these bonds to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT
☐ New Cust BAL.
☐ New Sec. MAT.
☐ Addition INT.

TELLER

CUSTOMER
(Unnecessary if Sig. Card on file)

Branch Record Copy

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

97

146[illegible]

Branch McMinnville No. 17

DATE April 22, 1976

For The Account of

Oregon State Highway Division

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$50,000.00 U. S. Bank Savings Cft. non-negotiable cft. of dep. 5.0% #238551 dtd 4-22-76 due 5-24-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co.

Retainage for $19,000 job #8059
19,000 #8060
8,000 #8199
4,000 #8222

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT
☐ New Cust BAL.
☐ New Sec. MAT.
☐ Addition INT.

TELLER

CUSTOMER
(Unnecessary if Sig. Card on file)

Branch Record Copy

8059

FORM 86-734-0001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sutherlin Int.-Winchester Int.

WEEK ENDING: April 24, 1976

SECTION PREFIX: 610-1047

HIGHWAY: Pacific

COUNTY: Douglas

NAME OF JOB: Sutherlin Int.-Winchester Int.

KIND OF WORK: Grading, Paving, and Signing

CONTRACTOR: J. C. Compton Co.

CONTRACT NUMBER: 8059

FEDERAL AID PROJECT NUMBER: I-5-3(98)130

DATE OF CONTRACT: September 5, 1974

DATE WORK STARTED: September 15, 1974

ESTIMATED COMPLETION DATE: April 17, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR ~~DAYS~~ WORKDAYS: 300

WORK DAYS USED

CALENDAR ~~DAYS~~ WORKDAYS USED: 356

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 118.66

PROJECT AUTHORIZATION: $2,576,103.60

EXCLUSIVE OF ENGINEERING: $2,392,903.64

ENGINEERING AUTHORIZATION: $183,200.26

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,254,100.23

ENGINEERING ~~COSTS TO DATE~~ this week: $168,500.00 150.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94.2

ESTIMATED PERCENT: UNDERRUN 5.8 %

PERCENT OF AUTHORIZATION: 92 %

DATE PROJECT WAS COMPLETED: April 17, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	G.rail	Signs	Conc. Barr.
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED	7.34	7.34			
MILES COMPLETED	7.34	7.34			7.34
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7.34	7.34			7.34
TOTAL QUANTITIES CORRECTED TO DATE	52,500 c.y.	29,200 ton			7.34
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	53,000	27,500			77,600 ton
AVERAGE DAILY QUANTITIES	53,000	27,500			71,900
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					71,900
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Overcast	1		
MONDAY	Overcast	1		
TUESDAY	Overcast	1		
WEDNESDAY	Overcast	1		
THURSDAY	Overcast	1		
FRIDAY	Overcast	1		
SATURDAY	Overcast	1		

Routing
Kersey
Bond
Jackwood
Harwood
Johnsen
Walker
Green
Berg

RECEIVED
APR 26 1976
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Work
TUESDAY	No work
WEDNESDAY	No work
THURSDAY	No Work
FRIDAY	No work
SATURDAY	

REMARKS

All work is completed except a little A.C. patching which will take about an hour someday when the weather is favorable. S.F.O. work to be done on one luminaire.

One Price Agreement is unresolved.

The final inspection has been held and the second notification was submitted.

This is the final report.

SIGNED W. E. Shull LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-7216

8059

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 19, 1976

U.S. National Bank
P.O. Box 600
McMinnville, Oregon 97128

Attention: Paggy J. Mathews

Re: J.C. Compton
Contracts 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt 146120 covering TCD No. 238482, $100,000 and TCD No. 238485, $60,000. These certificates replace 206044 and 206045 which have matured.

We also received your safekeeping receipt 146121, covering TCD 238478, $100,000. This certificate replaces TCD 213844.

The above transactions do not change amounts deposited in lieu of retainage on our contracts with J.C. Compton.

V.E. Skoog, Controller

By
Janice Peterson
Contract Payments Executive

JP/jm

cc: J.C. Compton Co.

UNITED STATES NATIONAL BANK OF OREGON

April 12, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #146120 covering $100,000 time certificate #238482 in lieu of retainage job #8059/60 $50,000, #8236 $25,000, #8222 $25,000 and $60,000 time certificate #238483 in lieu of retainage job #7860 $25,000 and #8199 $35,000. This is for renewal of certificates #4 206045 and #4 206044.

We are also enclosing herein our safekeeping receipt #146121 covering $100,000 time certificate #238478 in lieu of retainage for job #8059/60 $30,000, #8146 $55,000, #8222 $10,000 and #8236 for $5,000. This is a reissue of certificate #4 213844.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

abc
Encs.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146120

Branch McMinnville No. 17

For The Account of • Oregon State Highway Division

DATE April 9, 1976

94

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

PHOTOCOPY

$100,000.00 U. S. Bank Savings Cft. non-negotiable cft. of dep. 5.0%
#238482 dtd 4-9-76 due 5-10-76 in name of J. C. Compton Co.
endorsed by J. C. Compton Co. (renewal of cft. #4 206045)
Retainage for $50,000 job #8059/60
$25,000 job #8236 $25,000 job #8222
$60,000.00 U. S. Bank Savings Cft. Non-negotiable cft. of dep. 5.0%
#238483 dtd 4-9-76 due 5-10-76 in name of J. C. Compton Co.
endorsed by J. C. Compton Co. (renewal of cft. #4 206044)
Retainage $25,000 job #7860 $35,000 job #8199

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-888 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146121

Branch McMinnville No. 17

For The Account of • Oregon State Highway Division

DATE April 9, 1976

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

PHOTOCOPY

DEPOSITED BY J. C. Compton Co.

$100,000 5.0% U. S. Bank Savings Cft. non-negotiable cft. of dep.
#238478 dtd 3-30-76 due 4-29-76 in name of J. C. Compton Co.
endorsed by J. C. Compton Co. ~~XXXXXXXXXX~~ (reissue of #4 213844)
in lieu of retainage for

$30,000	job #8059/60	$5,000	#8236
55,000	8146		
10,000	8222		

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities co[illegible] same mature or are called for payment, they may be [illegible] on the back hereof which, by the acceptance hereof [illegible] any options or privileges inuring to the owners of any [illegible] writing by the owner.

NOT NEGOTIABLE

-888 7/72

Customer Copy

8059

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 5, 1976

U.S. National Bank
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton, Co.
Contract 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt No. 146114, covering TCD No. 4-213837, in the amount of $100,000. This replaces TCD Nos. 4-213754 & 4-213755, (safekeeping receipt No. 146094) which have matured. There is no change in the amount deposited in lieu of retainage on contracts 8059, 8060, 8146 & 8199.

Also received was your safekeeping receipt 146116, covering TCD 4-213844, $100,000. This replaces TCD Nos. 4-213778 & 4-213779 (safekeeping receipt No.146095) which have matured. There is no change on the amount deposited in lieu of retainage on contracts 8059/60, 8146, 8222 & 8236.

A copy of the safekeeping receipt for each matured certificate is enclosed.

V.E. Skoog

By
Janice Peterson
Contract Payments Executive

JP/jm

Enc.

UNITED STATES NATIONAL BANK OF OREGON

March 26, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146114 covering $100,000 time certificate #4 213837 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $49,000, #8146 $39,000 and #8199 $12,000.

This receipt is for renewal of time certificates #4 213754/55.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. BOX 500. McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

March 26, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146114 covering $100,000 time certificate #4 213837 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $49,000, #8146 $39,000 and #8199 $12,000.

This receipt is for renewal of time certificates #4 213754/55.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146114

RECEIVED
[illegible]
[illegible]

Branch McMinnville No. 17

DATE 3-26-76

For The Account of Oregon State Highway Division

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$100,000 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213837 dtd 3-26-76 due 4-26-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cfts. #4213754/55)

in lieu of retainage for

job #8059/60	$49,000
8146	39,000
8199	12,000

Funds in the certificate to be released to J. C. Compton Co. only upon witten notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

[illegible]

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

March 30, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146116 covering $100,000 time certificate #4 213844 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $30,000, #8146 $55,000, #8222 $10,000 and #8236 $5,000.

This receipt is for renewal of time certificates #4 213778/9.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

146116

Branch McMinnville No. 17

DATE 3-30-76

For The
Account of

Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$100,000 5.0% nonnegotiable time cft. of dep. #4 213844 dtd 3-29-76 due 4-29-76 in name of J. C. Compton Co. (renewal of #4 213778/9)

in lieu of retainage for

$30,000	job #8059/60	$5,000	#8236	Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division
55,000	8146			
10,000	8222			

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

8059

15

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 24, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60 & 8236

We received your safekeeping receipt No. 146109 covering TCD No. 4 - 213820, in the amount of $25,000. This replaces TCD No. 4 - 206010, (Safekeeping receipt No. 146062) which has matured. There is no change in the amount deposited in lieu of retainage on contracts 8059, 8060 & 8236.

A copy of the safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog, Controller

By ________________
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

cc: J.C. Compton Co.

bc: ~~C.W. Head~~ R. Church
J. Bond C. Barrett

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146109

Branch McMinnville No. 17

DATE 3-18-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of • Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$25,000 U. S. National Bank of Oregon 5.5% nonnegotiable time cft. of dep. #4 213820 dtd 3-18-76 due 6-16-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal cft. #4 206010)

in lieu of retainage for

job #8060	$10,000
8236	9,000)
8236	6,000)

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Divisio

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146109

Branch McMinnville No. 17

DATE 3-18-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$25,000 U. S. National Bank of Oregon 5.5% nonnegotiable time cft. of dep. #4 213820 dtd 3-18-76 due 6-16-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal cft. #4 206010)

in lieu of retainage for
job #8060 $10,000
8236 9,000)
8236 6,000)

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Divisio

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

March 18, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore.   97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146109 covering $25,000 time certificate #4 213820 for J. C. Compton Co. This is in lieu of retainage for job #8060 $10,000 and #8236 $15,000.

This receipt is for renewal of time certificate #4 206010.

Very truly yours,

Peggy J Mathews

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

8059

15

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 24, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059, 8060 & 8146

We received your safekeeping receipt No. 146107 covering TCD No. 4 - 213812 in the amount of $125,0 00. This replaces TCD No. 4 - 206046, (safekeeping receipt No. 146070) which has matured. There is no change in the amount deposited in lieu of retainage on contracts 8059, 8060, 8146, 8199 & 8236.

A copy of the safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

Enc.
JP/jm

cc: J.C. Compton Co.

bc: C.W. Head
J. Bond
R. Church
C. Barrett

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146107 87

Branch McMinnville No. 017

DATE 3-15-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of • Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$125,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213812 dtd 3-15-76 due 4-14-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206046)

This receipt provides retainage for	$32,000	job #8059/60
	15,000	8236
	70,000	8146
	8,000	8199

funds in this certificate to be released to J. C. Compton Co. only upon wirtten notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

CONTRACT ACCOUNTING

NOT NEGOTIABLE

[illegible] Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

March 15, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146107 covering $125,000 time certificate #4 213812 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $32,000, #8236 $15,000, #8146 $70,000 and #8199 $8,000.

This receipt is for renewal of time certificate #4 206046.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

8059

15

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 27, 1976

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contracts 8030, 8059/60, 8146
8199, 8222, 8236

We received your safekeeping receipt # 146094 covering TCD # 4 213754, $50,000 and TCD #4 213755, $50,000. This replaces TCD 4 206087, $50,000 and TCD 4 206086, $50,000 (Safekeeping Receipt 146074). The amounts of the current deposits on each contract, the amounts deposited on the matured certificates, and the net increase (decrease) on each contract are as follows:

Contract	Current S/K Rect. 146094	Matured S/K Rect. 146074	Net Increase (Decrease)
8030	$ --	$ 29,000	$(29,000)
8059/60	49,000	21,000	28,000
8146	39,000	43,500	(4,500)
8199	12,000	---	12,000
8222	--	1,500	(1,500)
8236	--	5,000	(5,000)
Total	$100,000	$100,000	--

Safekeeping Receipt 146074 is enclosed.

Form 81-734-3132

In the future, please do not transfer amounts from one contract to another, without specific authorization from the Highway Division.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head R. Church
J. Bond C. BArrett
File Copy

UNITED STATES NATIONAL BANK OF OREGON

Feb. 23, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146094 covering $50,000 time certificate #4 213754 and $50,000 time certificate #4 213755 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $29,000 and $20,000, #8146 $5,500 and $33,500 and #8199 $12,000.

This receipt is for renewals of time certificates #4 206086/87.

Very truly yours,

Peggy J. Mathews
General Loan Officer

abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146094

Branch McMinnville No. 017

DATE 2-19-76

RECEIVED
FEB 2 - 1976
CONTRACT ACCOUNTING

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't ______
☐ CR. SVNG. Acc't ______
☐ Remit ______

DEPOSITED BY J. C. Compton Co.

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213754 dtd 2-19-76 due 3-22-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206086)

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213755 dtd 2-19-76 due 3-22-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206087)

in lieu of retainage for
job #8059/60 #8146 $5,500 $33,500
$29,000 $20,000 #8199 $12,000

Funds in these certificat
to be released to J. C.
Compton Co. only upon
written notice to disburs
from Oregon State Highway
Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mat[illegible] entered for collection through the usual channels without further instructions, subject to the conditions printed on the back [illegible] are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options [illegible] of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

8059

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 27, 1976

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contract 8030, 8059/60
8146, 8222, 8236

We received your safekeeping receipt 146095, covering TCD 4 213778, $50,000, and TCD 4 213779, $50,000. This replaces TCD 4 205959, $100,000 which has matured. The amounts of the current deposits, the previous deposits (TCD 4 205959) and the net increase (decrease) on deposit on each contract are as follows:

Contract	Current Deposit	Matured Deposit	Net Increase (Decrease)
8030	$ --	$ 50,000	($50,000)
8059/60	30,000	30,000	---
8146	55,000	20,000	35,000
8222	10,000	--	10,000
8236	5,000	--	5,000
Total	$100,000	$100,000	---

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

Form 81-734-3122

8059

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 27, 1976

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contract 8030, 8059/60
8146, 8222, 8236

We received your safekeeping receipt 146095, covering TCD 4 213778, $50,000, and TCD 4 213779, $50,000. This replaces TCD 4 205959, $100,000 which has matured. The amounts of the current deposits, the previous deposits (TCD 4 205959) and the net increase (decrease) on deposit on each contract are as follows:

Contract	Current Deposit	Matured Deposit	Net Increase (Decrease)
8030	$ --	$ 50,000	($50,000)
8059/60	30,000	30,000	---
8146	55,000	20,000	35,000
8222	10,000	--	10,000
8236	5,000	--	5,000
Total	$100,000	$100,000	---

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

[illegible]IED
[illegible] HEAD

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

Form 01-734-3122

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146095

Branch McMinnville No. 17

DATE 2-26-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of • Oregn State Highway Division

DEPOSITED BY J. C. Compton Co.

$50,000.00 5.0% nonnegotiable time cft. of dep. #4 213778 dtd 2-26-76
due 3-29-76 in name of J. C. Compton Co. (renewal of #4 205959)
endorsed by J. C. Compton Co.
$50,000.00 5.0% nonnegotiable time cft. of dep. #4 213779 dtd 2-26-76
due 3-29-76 in name of J. C. Compton Co. (renewal of $4 205959)
endorsed by J. C. Compton Co.
in lieu of retainage for
$30,000 job #8059/60 $5,000 #8236
55,000 8146
10,000 8222

Funds in these certificates to be
released to J. C. Compton Co.
only upon written notice to disbur
from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

Feb. 26, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146095 covering $50,000 time certificate #4 213778 and $50,000 time certificate #4 213779 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $30,000, #8146 $55,000, #8222 $10,000 and #8236 $5,000.

This receipt is for renewal of time certificate # 4 205959.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. BOX 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

8059

1

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 22, 1976

United States National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contr. 8030, 8059/60,
8146, 8222, 8236

We received your safekeeping receipt # 146074 covering TCD 206086, $50,000 and TCD 206087, $50,000. This replaces TCD 206008, (safekeeping receipt 146064) which has matured. There are no changes in the amounts deposited in lieu of retainage on J. C. Compton contracts. Please note that the new safekeeping receipt should read "in lieu of retainage for" 8146 - $29,000 + $14,500 or $43,500.00.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton

bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett
File copy

NOTED
C. W. HEAD

Form 81-7343122

UNITED STATES NATIONAL BANK OF OREGON

Jan. 21, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146074 covering $50,000 time certificate #4 206086 and $50,000 time certificate #4 206087 for J. C. Compton Co. This is a renewal of time certificate #4 206008.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

abc
Encs.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600. McMINNVILLE. OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146074

Branch McMinnville No. 2017

DATE 1-20-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of • Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time
cft. of dep. #4 206086 dtd 1-20-76 due 2-19-76 in name of J. C. Compton Co.
endorsed by J. C. Compton Co. (renewal of cft. #4 206008)

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time
cft. of dep. #4 206087 dtd 1-20-76 due 2-19-76 in name of J. C. Compton Co.
endorsed by J. C. Compton Co. (renewal of cft. #4 206008)

in lieu of retainage for
job #8146 $29,000 8146 $14,500 8059 $21,000
#8222 1,500 8030 29,000 8236 5,0 00

Funds in these certificates
to be released to J. C.
Compton Co. only upon
written notice to disburse
from Oregon State Highway
Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

[illegible]

Customer Copy

8059

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 15, 1976

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Attention Allen Huy

Gentlemen:

Enclosed are State Treasury Department Safekeeping Receipts No. 2018 in the amount of $2,000.00 and No. 2017 in the amount of $8,000.00 both dated January 15, 1976.

This transfers from Contract No. 8172 to Contract No. 8222 and 8059/8060. State Treasurer's Safekeeping Receipt No. 1595 is being cancelled.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

er

Enclosure

cc: State Highway Division; Attn. Janice Peterson

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2017

Received for Account of J.C. Compton Company

Address P. O. Box 86
McMinnville, Oregon 97128

Date January 15, 1976

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Eugene Oregon G.O. Bonds Due 6/1/76 Dated 6/1/69 5%		Part		12/	1	75	$ 8,000.00
Dean Witter & Co. Due Bill No. 0559							
Bond No. 123/124 (2) @ 5,000. each							
							$ 8,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8059 and 8060

Authority ORS 279.575

Countersigned by

Emily Rinde Deputy Cashier

SPECIAL INSTRUCTIONS

James A. Redden
State Treasurer

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 2018

SAFEKEEPING RECEIPT

Received for Account of J. C. Compton Company

Date January 15, 1976

Address P. O. Box 86
McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Eugene Oregon G.O. Bonds Due 6/1/76 Dated 6/1/69 5%				12	1	75	$ 2,000.0
Dean Witter & Co. Due Bill No. 0569							
Bond No. 123/124 (2) @ $5,000. each							
							$ 2,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8222

Authority ORS 279.575

Countersigned by Emily Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 14, 1976

Oregon State Treasurer
Rm. 103 State Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Re: J. C. Compton
Contracts 8172, 8146

Please transfer $10,000 in bonds currently deposited in lieu of retainage on contract 8172 (Safekeeping Receipt 1595) to contracts 8059/60 ($8,000) and 8222 ($2,000). This transfer will permit the release to the contractor of $3,500 in matured bonds on contract 8222 (Safekeeping Receipt 1611) and $8,000 in bonds on contracts 8059/60 (Safekeeping Receipts 1612 and 1613).

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton
bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

Form 81-734-3192

8059

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 15, 1976

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy Mathews

Re: J. C. Compton Co.
Contracts 8059/60, 8222
8236, 8199, 8146

We received your safekeeping receipt 146069, covering TCD 206044, $60,000 and TCD 206045, $100,000. These certificates replace matured certificates 195909 and 195922, respectively.

Also received was your safekeeping receipt 146070, covering TCD 206046, $25,000. This replaces matured certificate 195973.

The above transactions involve no change in the amounts deposited in lieu of retainage on J. C. Compton Co.

Please correct our letter of December 31, 1975 to show returned deposits of $25,000 on Safekeeping receipt 146062 and net increase of zero on contracts 8059/60, 8030 and 8236.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.
bc: J. Bond C. V. Head
C. Barrett R. Church

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

Jan. 8, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146070 covering $125,000 time certificate #4 206046 and safekeeping receipt #146069 covering $100,000 time certificate #4 206045 and $60,000 time certificate #4 206044 for J. C. Compton Co. These are renewals of prior certificates.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

abc
Encs.

RECEIVED
JAN 12 1976
CONTRACT ACCOUNTING

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600. McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146070

Branch McMinnville No. 17

DATE 1-8-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of • Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$125,000.00 U. S. National Bank of Oregon 5.25% nonnegotiable time cft. of dep. # 4 206046 dtd 1-8-76 due 3-8-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 195973 37

This receipt provides retainage for $32,000 job #8059/60
15,000 8236
70,000 8146
8,000 8199

funds in this certificate to be released to, J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146069

Branch McMinnville No. 17

DATE 1-8-76

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$60,000.00 U. S. National Bank of Oregon 5.5% nonnegotiable time cft. of dep. #4 206044 dtd 1-8-76 due 4-7-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 195909)
Retainage for $25,000 job #7860 $35,000 job #8199

$100,000.00 U. S. National Bank of Oregon 5.5% nonnegotiable time cft. of dep. #4 206045 dtd 1-8-76 due 4-7-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 195922)
Retainage for $50,000 job #8059/60
$25,000 job # 8236 $25,000 job #8222.

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof, which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

#8059

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State highway Engineer

bc: C. W. Head
J. Bond
R. Church
C. Barrett

December 31, 1975

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

We received your safekeeping receipt 146062, covering TCD #4 206010, $25,000 and safekeeping receipt 146064, covering TCD #4 206008, $100,000, to be used as securities deposited in lieu of retainage on our contracts with J. C. Compton Co. By copy of this letter, we are requesting the Oregon State Treasurer to return TCD #4 189396 to you.

The amounts of the current deposits, the returned deposits, and the net increase on deposit on our contracts with J. C. Compton Co. are as follows:

Safekeeping Receipt 146064:

Contract	Current Deposits	Returned Deposits	Net Increase
8146	$29,000	$29,000	0
8172	16,000	16,000	0
8030	29,000	29,000	0
8059/60	21,000	21,000	0
8236	5,000	5,000	0

Safekeeping Receipt 146062

Contract	Current Deposits	Returned Deposits	Net Increase
8059/60	10,000	---	$10,000
8030	9,000	---	9,000
8236	6,000	---	6,000

Vernon E. Skoog
Controller

NOTED
C. W. HEAD

by

Janice Peterson
Contract Payments Executive

Form 81-734-3192

JP:pl cc: Oregon State Treasurer

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146064

Branch McMinnville No. 17

DATE 12/22/75

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of
State of Oregon
Department of Transportation

DEPOSITED BY J. C. Compton Co.

$100,000.00	U. S. National Bank of Oregon 5.375% nonnegotiable time cft. of dep. #4 206008 dtd 12/19/75 due 1/19/76 reg n/o J. C. Compton Co. endorsed by J. C. Compton Co. Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

in lieu of retainage for

Job # 8146	$29,000	Job # 8030 ✓	$29,000	Job # 8236	
#8172	16,000	# 8059	21,000	$5,000	

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-265 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146062

Branch McMinnville No. 17

DATE 12/22/75

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of State of Oregon
Department of Transportation

DEPOSITED BY J. C. Compton Co.

$25,000.00

U. S. National Bank of Oregon 5.5% nonnegotiable time
cft. of dep. # 4 206010 dtd 12/19/75 due 3/18/76
reg n/o J. C. Compton endorsed by J. C. Compton Co.

in lieu of retainage for
Job # 8060 $10,000.00
# 8030 9,000.00
# 8236 6,000.00
per letter of 12/9/75

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Divisic

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-265 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
333 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

December 23, 1975

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146064 covering U. S. National Bank time certificate of deposit #4 206008. Please return time certificate #4 189396 tous. 100 000 00 Also enclosed is our safekeeping receipt #146062.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

PJM/bjm

Encs

RECEIVED
DEC 24 1975
CONTRACT ACCOUNTING

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 2, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: Peggy Mathews

Please correct our letter of December 1, 1975, to read: We are notifying the State Treasurer to return certificate of deposit 195851, $100,000, to you. (OST safekeeping receipts 1572, 1573, 1574) There is no increase on contracts 8030, 8059/60 and 8146. There is an increase of $10,000 in the amount on deposit in lieu of retainage on contract 8222.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.
Oregon State Treasurer

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

Form 81-734-3122

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 1, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

We received your safekeeping receipt 146041, $110,000, to be used in lieu of retainage on our contracts with J. C. Compton Company as follows:

Contract	Amount
8030	$50,000
8059/60	30,000
8146	20,000
8222	10,000

We are also notifying the State Treasurer to return certificate of deposit 195851, $20,000, to you. (OST safekeeping receipt 1574) There is no increase in the amount deposited for contract 8146.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.
Oregon State Treasurer

bc: J. Bond
C. Head
R. Church
C. Barrett
File Copy

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

Nov. 26, 1975

6

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146041 covering $10,000 City of Eugene bonds and U. S. National Bank time certificate of deposit #4 205959. Please return time certificate #195851 to us.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

MCMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 MCMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146041

Branch McMinnville No. 17

DATE Nov. 26, 1975

For The Account of Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$10,000 City of Eugene 5% Gen. Obligation 10th & Oak Overpark Bancroft Improvement Bond dtd 6-1-69 due 6-1-76 #125/6 with 12-1-75 and sca in lieu of retainage job #8222
$100,000 5.875% nonnegotiable time cft. of dep. #4 205959 dtd 11-26-75 due 2-24-76 in name of J. C. Compton Co.
in lieu of retainage for

$50,000	contract #8030	Funds in these bonds and certificate to be
30,000	8060	released to J. C. Compton Co. only upon
20,000	8146	written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

November 13, 1975

Thompson Bros. Trucking
1087 W. Pilger
Roseburg, OR 97470

Attn: Paul Thompson

Gentlemen:

Thank you for your recent phone call concerning an error in the amount of your claim in connection with the J. C. Compton Contract No. 8039 in Douglas County.

In my November 5, 1975, letter to you I indicated the amount of $908; whereas, it should have been $1,648.90.

I am making the correction in this office and will also advise the surety, the Secretary of State and J. C. Compton Company.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:ar

cc J. C. Compton Co.
The Travelers Indemnity Co.
Hansen & Rowland, Inc., of Oregon
Secretary of State

noted
on
card
fkn

November 5, 1973

Thompson Bros. Trucking
1087 W. Pilger
Roseburg, OR 97470

Attn: Don Thompson

Gentlemen:

This is in reply to your letter of October 14, 1973, addressed to Mr. Vern Shull, Highway Resident Engineer, advising that you have a claim as owner-operator for trucking in the amount of $908.00. From the description given in your letter, this appears to be in connection with the J. C. Compton Co., Contract No. 8039, Sutherlin Interchange-Winchester Interchange Section, Pacific Highway in Douglas County.

The Travelers Indemnity Company through Hansen & Rowland, Inc. of Oregon furnished the performance bond on this contract which is given to assure completion of the contract and all bills incurred in it. We will advise them of the receipt of your claim letter and will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: J. C. Compton Co.
PO Box 86
McMinnville, OR 97128

The Travelers Indemnity Co.
Surety Dept.
707 SW Washington St.
Portland, OR 97205

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

bc: Vern Shull

Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

10/14/75

Vern Shull
State Highway Engineer
1243 S. E. Stephens
Roseburg, Oregon 97470

Re: Thompson Bros. Trucking vs
J. C. Compton Company-Mc Minville, OR
General Contractor

STATEMENT

All Sutherlin Hours - 2.00 Extra
Canyonville 7/28-29 & 30 - 2.00 Extra

Add - Deductions taken in error
Industrial Insurance

$1,017.18

Sutherlin Job # 677 - Paid $28.00 per hr - Should have been $30.00

6/18/75	18 Hrs.		
6/19/75	17 Hrs.		
6/23/75	19½ Hrs.		
6/24/75	18½ Hrs.		
6/25/75	11½ Hrs.		
6/30/75	17 Hrs.		
7/7/75	18 Hrs.		
7/8/75	18½ Hrs.		
7/9/75	16 Hrs.		
7/10/75	19 Hrs.		
7/11/75	19 Hrs.		
7/14/75	7 Hrs.		
7/15/75	18 Hrs.		
7/16/75	16 Hrs.		
7/17/75	19½ Hrs.		
7/18/75	19½ Hrs.		
7/21/75	19 Hrs.		
7/22/75	14 Hrs.		
7/23/75	16½ Hrs.		
7/24/75	20½ Hrs.		
7/25/75	21 Hrs.		
7/28/75	17½ Hrs.		
7/29/75	21 Hrs.		
7/30/75	21 Hrs.		
7/31/75	21 Hrs.		
8/1/75	10½ Hrs.		
As Paid	454 Hrs.	@ 28.00 =	$12,712.00
Should Have been paid	454 Hrs.	@ 30.00 =	13,620.00
		Difference	$ 908.00

- Recap -

Under paid on Sutherlin Job # 677	$ 908.00
Deduction for Industrial Insurance en error	1,017.18
Charge for Professional Assistance-this claim	50.00
	$1,975.18
Plus: Interest A 7½% per annum From 8/1/75 To 11/1/75	37.72
TOTAL DUE AND PAYABLE	$2,012.90
Payment 7/21-8/1/75 J. C. Compton Co. 182 Hr @ 2.00	(364.00)
TOTAL DUE AND PAYABLE	$1, 648.90 ✓

Don Thompson
Don Thompson - Sub Contractor

Thompson Bros. Trucking
1087 W. Pilger
Roseburg, Oregon 97470

- Recap -

Under paid on Sutherlin Job # 677	$ 908.00
Deduction for Industrial Insurance en error	1,017.18
Charge for Professional Assistance-this claim	50.00
	$1,975.18
Plus: Interest A 7½% per annum From 8/1/75 To 11/1/75	37.72
TOTAL DUE AND PAYABLE	$2,012.90
Payment 7/21-8/1/75 J. C. Compton Co. 182 Hr @ 2.00	(364.00)
TOTAL DUE AND PAYABLE	$1, 648.90 ✓

Don Thompson
Don Thompson - Sub Contractor

Thompson Bros. Trucking
1087 W. Pilger
Roseburg, Oregon 97470

1054

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

November 7, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

We received your safekeeping receipts 146039 covering TCD 4 195973, $125,000 and 146038 covering Multnomah County School District #4, Bonds #139/41, $15,000 to be applied in the following manner on Highway contracts with J. C. Compton Co.

Contract	Amount
8059/60	32,000
8146	70,000
8199	8,000
8236	30,000

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.
bc: C. W. Mead R. Church
J. Bond C. Barrett

8059

4991

Files

FILED
NOV 5 1975
CLAY MYERS
SECRETARY OF STATE

RECEIVED
NOV 5 4 25 PM '75
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

November 5, 1975

Mr. Ronald G. Heidrick
Idleyld Rt. Box 299 N.
Roseburg, OR 97470

NOTED ON
12-15-75

Dear Mr. Heidrick:

This is to acknowledge receipt of your claim letter of October 14, 1975, addressed to Mr. Vern Shull, Highway Resident Engineer, at Roseburg, advising us that he has money due as owner-operator for trucking from J. C. Compton Co. in the amount of $935.96.

This appears to be in connection with the J. C. Compton Co., Contract No. 8059, Sutherlin Interchange-Winchester Interchange Section of the Pacific Highway in Douglas County. The Travelers Indemnity Company through Hansen & Rowland, Inc. of Oregon furnished the performance bond on this contract, which is given to assure completion of the contract and payment of all bills incurred in it. We will advise them of the receipt of your claim letter and will also forward it to the Secretary of State for filing.

Please let us know when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

RECEIVED
DEC 15 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:rw

cc: The Travelers Indemnity Co.
Surety Dept.
707 SW Washington St.
Portland, OR 97205

J. C. Compton Co.
PO Box 86
McMinnville, OR 97128

Hansen & Rowland, Inc.
of Oregon
1929 Georgia Pacific Building
Portland, OR 97204

bc: Vern Shull

Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

October 14, 1975

Vern Shull
State Hwy Engineer
1243 SE Stephens
Roseburg, Oregon 97470

Re: Ronald G. Heidrick vs
J. C. Compton Company-Mc Minville, Or
General Contractor

STATEMENT

All Sutherlin Hours - 2.00 Extra
Canyonville 7/28-29 &30 - 2.00 Extra

Add - Deductions taken in error
Industrial Insurance $ 488.48

Sutherlin Job # 677- Paid 28.00 per hr - Should have been 30.00 per hr.

6/18/75	5½ Hrs
6/19/75	9 Hrs
6/23/75	9½ Hrs
6/24/75	10 Hrs
6/25/75	7 Hrs
6/30/75	8½ Hrs
7/7/75	8½ Hrs
7/8/75	9½ Hrs
7/9/75	8 Hrs
7/10/75	9½ Hrs
7/11/75	9½ Hrs
7/14/75	3½ Hrs
7/15/75	9 Hrs
7/16/75	9 Hrs
7/17/75	9½ Hrs
7/21/75	9½ Hrs
7/22/75	10 Hrs
7/31/75	10½ Hrs
8/1/75	5½ Hrs

Canyonville Job # 678- Paid 28.00 per hr - should have been 30.00

7/23/75	10 Hrs
7/24/75	10½ Hrs
7/25/75	8½ Hrs

As Paid 190 Hrs @ 28.00 = $5,320.00
Should have been paid 190 Hrs @ 30.00 = 5,700.00
Difference $ 380.00

- Recap -

Under paid on Sutherlin # 677 & Canyonville # 678	$ 380.00
Deduction for Industrial Insurance in error	488.48
Charge for Professional Assistance	50.00
	$ 918.48
Plus: Interest @ 7½ per annum from 8/1/75 to 11/1/75	17.48
Total Due & Payable	$ 935.96

Ronald G. Heidrick-Sub Contractor

Ronald G. Heidrick
Idleyld Rt Box 299 N.
Roseburg, Oregon 97470

8057 Files

4990

FILED
NOV 6 1975
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

November 5, 1975

Mr. Al Betterton
562 Newton Creek Road
Roseburg, Oregon 97470

IED 0
12-15-75

Dear Mr. Betterton:

Mr. Vern Shull, Highway Resident Engineer, at Roseburg, has forwarded to us your claim letter of October 16, 1975, advising that J. C. Compton Co. owes you for trucking in the amount of $324.09. This appears to be in reference to the J. C. Compton Co., Contract No. 8059, Sutherlin Interchange-Winchester Interchange Section, Pacific Highway in Douglas County.

The Travelers Indemnity Company through Hansen & Rowland, Inc. of Oregon furnished the performance bond on this contract which is given to assure completion of the contract and all bills incurred in it. We will advise them of the receipt of your claim letter and will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: J. C. Compton Co.
PO Box 86
McMinnville, OR 97128

The Travelers Indemnity Co.
Surety Dept.
707 SW Washington St.
Portland, OR 97205

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

bc: Vern Shull

Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

RECEIVED
DEC 15 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10/16/75

Vern Shull
State Highway Engineer
1243 S. E. Stephens
Roseburg, Oregon 97470

Re: Al Betterton, Sub contractor vs
J. C. Compton Company-Mc Minville, OR
General Contractor

STATEMENT

Sutherlin Job # 677 - Paid $28.00 per Hr. should have been paid $30.00

6/18/75	9 Hrs
6/19/75	9 Hrs
6/23/75	9½Hrs
6/24/75	10Hrs
6/25/75	7 Hrs
6/30/75	9 Hrs
7/7/75	9 Hrs
7/8/75	9½Hrs
7/9/75	5½Hrs
7/10/75	9½Hrs
7/11/75	9½Hrs
7/14/75	3½Hrs
7/15/75	9 Hrs
7/16/75	9½Hrs
7/17/75	10Hrs
7/18/75	9½Hrs
7/21/75	10Hrs
7/22/75	9½Hrs
7/23/75	3½Hrs
7/25/75	2 Hrs
7/28/75	8½Hrs
7/29/75	10½Hrs
7/30/75	10½Hrs
7/31/75	10½Hrs
8/1/75	5½Hrs

As Paid 208½Hrs @ 28.00 = $5,838.00
Should have been paid 208½Hrs @ 30.00 = 6,255.00
Difference-Underpaid $ 417.00
Plus: Deduction for Industrial Insurance in error 480.61
Charge for Professional Assistance 50.00
$ 947.61
Plus: Interest @ 7½ % per annum
From 8/1/75--11/1/75 17.48
TOTAL DUE & PAYABLE $ 965.09
Paid By J. C. Compton Co. 7/21-8/1/75 70½ Hr @ 2.00 (141.00)
TOTAL DUE & PAYABLE $ 824.09

Al Betterton
Al Betterton/Sub Contractor

Al Betterton
562 Newton Creek Road
Roseburg, Oregon

8059

Files

4989

FILED
NOV 6 1975
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

November 5, 1975

Thompson Bros. Trucking
1037 W. Pilger
Roseburg, OR 97470

Attn: Don Thompson

NOTED O
12-15-75

Gentlemen:

This is in reply to your letter of October 14, 1975, addressed to Mr. Vern Shull, Highway Resident Engineer, advising that you have a claim as owner-operator for trucking in the amount of $908.00. From the description given in your letter, this appears to be in connection with the J. C. Compton Co., Contract No. 8059, Sutherlin Interchange-Winchester Interchange Section, Pacific Highway in Douglas County.

The Travelers Indemnity Company through Hansen & Rowland, Inc. of Oregon furnished the performance bond on this contract which is given to assure completion of the contract and all bills incurred in it. We will advise them of the receipt of your claim letter and will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

CWH:rw

cc: J. C. Compton Co.
PO Box 86
McMinnville, OR 97128

The Travelers Indemnity Co.
Surety Dept.
707 SW Washington St.
Portland, OR 97205

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

bc: Vern Shull

Secretary of State - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

RECEIVED
DEC 15 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8059

15

November 4, 1975

Mr. Ned Matthews
199 N.E. Club
Roseburg, OR 97470

Dear Mr. Matthews:

Thank you for your letter of October 27, 1975, addressed to Mr. Vernon Shull, Resident Engineer, advising that you have received a partial payment of $64.00 and a balance still owing of $1,075.53.

Our records indicate that this is in reference to the J. C. Compton Co., Contract No. 8059, Sutherlin Interchange-Winchester Interchange Section, Pacific Highway, in Douglas County. This information is being noted in our records and we will advise the surety and the principal contractor of this information.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw

cc: J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

The Travelers Indemnity Co.
Surety Dept.
707 SW Washington St.
Portland, OR 97205

Hanson & Rowland, Inc. of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

bc: Vernon E. Shull

October 27, 1975

Mr. Vernon E. Shull
Resident Engineer
Roseburg

In reference to my claim submitted through your office against J. C. Compton Co. I have received a partial payment of $64.00.

Balance still owing is $ 1,075.53 as of this date.

Ned Matthews - Sub Contractor

Ned Matthews

8059 15

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 22, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: James D. Cline

We received your safekeeping receipt, number 146028, covering TCD # 4 195949, $25,000, to be used as a deposit in lieu of retainage on our contracts with J. C. Compton Co. as follows:

Contract 8030	$15,000
Contracts 8059/60	10,000

We have notified the State Treasurer to return $25,000 in bonds deposited on these contracts for which Oregon State Treasurer safekeeping receipts 1505 and 1506 were issued. No change results in the amount deposited in lieu of retainage.

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton

bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

Form 81-734-3132

31

[illegible]

Branch McMinnville No. 17

1460[illegible]

DATE 10-17-75

DISPOSITION OF PROCEEDS

☐ CR. CHKG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

PHOTOCOPY

For The Account of

State of Oregon
Department of Transportation

DEPOSITED BY J. C. Compton Co.

$25,000.00 U. S. National Bank of Oregon 5% nonnegotiable time cfr. of dep. # 195949 dtd 10-17-75 due 12-16-75 in name of J. C. Compton Co. endorsed by J. C. Compton Co.

(In lieu of retainage for
$10,000 Job #6060
$15,000 #6030)

PHOTOCOPY

[illegible] subject to the conditions printed on the back hereof [illegible] any options or privileges inuring to the owners of any [illegible]

PHOTOCOPY

NOT NEGOTIABLE

Customer Copy

33+08100
73 - 8178
148

31

UNITED STATES NATIONAL BANK OF OREGON

Oct. 17, 1975

Mr. Vernon E. Skoog
Controller
Oregon State Highway Division
Highway Building
Salem, Ore. 97310

Dear Mr. Skoog:

We are enclosing herein our safekeeping receipt #146028 covering a U. S. National Bank time certificate of deposit #4 195949. Please return directly to the J. C. Compton Co. the bonds you now hold in lieu of retainage on your safekeeping receipts #1506 and #1505.

Very truly yours,

James D. Cline

James D. Cline
Vice President & Manager

JDC/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

31

UNITED STATES NATIONAL BANK OF OREGON

Oct. 17, 1975

Mr. Vernon E. Skoog
Controller
Oregon State Highway Division
Highway Building
Salem, Ore. 97310

Dear Mr. Skoog:

We are enclosing herein our safekeeping receipt #146028 covering a U. S. National Bank time certificate of deposit #4 195949. Please return directly to the J. C. Compton Co. the bonds you now hold in lieu of retainage on your safekeeping receipts #1506 and #1505.

Very truly yours,

James D. Cline

James D. Cline
Vice President & Manager

JDC/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O BOX 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

1059.

4981

FILED
OCT 15 1975
CLAY MYERS
SECRETARY OF STATE

RECEIVED
OCT 15 1975
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

October 14, 1975

Mr. Ned Matthews
199 N. E. Club
Roseburg, OR 97470

NOTED ON CARD
10-16-75

RECEIVED
OCT 16 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Dear Mr. Matthews:

Mr. Vern Shull has forwarded to us your claim letter of October 6, 1975, which states that J. C. Compton Company owes you $1,139.53 for trucking.

This appears to be in reference to the J. C. Compton Co., Contract No. 8059 (Sutherlin Interchange-Winchester Interchange) and Contract No. 8060 (Canyonville-Glendale Junction) in Douglas County.

The Travelers Indemnity Company through Hansen and Rowland, Inc. of Oregon furnished the performance bonds on these contracts, which are given to assure completion of the contracts and payment of all bills incurred in them. We will advise them of the receipt of your claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn
cc The Travelers Indemnity Co.
Hansen & Rowland, Inc. of Oregon
J. C. Compton Co.
Secretary of State ✓
Vern Shull

P.S. Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

October 6, 1975

Vern Shull
State Hwy Engineer
1243 SE Stephens
Roseburg, Oregon 97470

Ned Natthews Trucking/Sub Contractor vs.
Re:J. C. Compton Company-McMinnville, OR/Gen Contr.

STATEMENT

All Sutherlin Hours - 2.00 Extra
Canyonville 7/28-29& 30 - 2.00 Extra

Add - Deductions taken in error
Industrial Insurance $619.60

Sutherlin Jot # 677 - Paid 28.00 per hr-Should have been 30.00 Per Hr

6/18/75	6 Hrs
6/19/75	9 Hrs
6/23/75	8½ Hrs
6/24/75	10½ Hrs
6/25/75	6½ Hrs
6/30/75	9 Hrs
7/7/75	9½ Hrs
7/8/75	9½ Hrs
7/9/75	8 Hrs
7/10/75	7 Hrs
7/11/75	9½ Hrs
7/14/75	3½ Hrs
7/15/75	9½ Hrs
7/16/75	9 Hrs
7/17/75	9½ Hrs
7/18/75	10 Hrs
7/21/75	9½ Hrs
7/22/75	10 Hrs
7/31/75	4 Hrs
8/1/75	5½ Hrs

As Paid 163½ Hrs @ 28.00 = $4,578.00
Should have been paid 163½ Hrs @ 30.00 = $4,905.00

Difference $327.00

RECEIVED
OCT 10 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Canyonville Job - # 678 - Paid 28.00 Should have been 30.00 per Hr.

	7/23/75	**9½ Hrs**
	7/24/75	**10½ Hrs**
	7.25/75	**8½ Hrs**
As Paid		**28½ Hrs @ 28.00 = $798.00**
Should have been paid		**28½ Hrs @ 30.00 = $855.00**

Difference $ 57.00

Underpaid on Sutherlin # 677	327.00
Deduction for Industrial Ins. in error	619.60
Telephone Charges in pursuing this underpayment	15.00
Charge for professional Assistance	100.00
	$1,118.60
Plus: Interest @ 7½ % per annum From 8/1/75 to 11/1/75	20.93
TOTAL DUE AND PAYABLE	$1,139.53

Ned Matthews- Sub Contractor

Ned Matthews
199 NE Club
Roseburg, Oregon 97470

RECEIVED
OCT 10 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1051

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING   SALEM, OREGON   97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 13, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR   97128

Attention: James D. Cline

We received your safekeeping receipt 146016 for TCD #4 195922, $100,000, to be used as deposits in lieu of retainage on our contracts with J. C. Compton Co. as follows:

Contract	Amount
8059/60	$50,000
8222	25,000
8236	25,000

We have asked the State Treasurer to return the bonds held on contracts 8059 and 8060 (Safekeeping Receipts 1454 and 1455, $50,000) to the J. C. Compton Co.

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head   R. Church
J. Bond   C. Barrett

NOTED
C. W. HEAD

Form [illegible]

UNITED STATES NATIONAL BANK OF OREGON

Oct. 9, 1975

Mr. Vernon E. Skoog
Controller
Oregon State Highway Division
Highway Building
Salem, Ore. 97310

Dear Mr. Skoog:

We are enclosing herein our safekeeping receipt #146016 covering a U. S. National Bank time certificate of deposit #4 195922. Please return directly to the J. C. Compton Co. the bonds you now hold in lieu of retainage on your safekeeping receipts #1454 and #1455.

Very truly yours,

James D. Cline

James D. Cline
Vice President & Manager

JDC/abc
Enc.

Phoned S/ Treas. 10/10
to release
Write Letter

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. BOX 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146016

Branch McMinnville No. 017

DATE 10-8-75

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't ____________
☐ CR. SVNG. Acc't ____________
☐ Remit ____________

The amount of

(Deposited By)
(J. C. Compton Co.)
State of Oregon
Department of Transportation

DEPOSITED BY ____________

$100,000.00 U. S. National Bank of Oregon 6.750% nonnegotiable time cft. of dep. #4 195922 dtd 10-8-75 due 1-6-76 in name of J. C. Compton Co.

endorsed by J. C. Compton Co.

This receipt provides retainage for

$50,000	Job #8059/60
$25,000	#8236
$25,000	#8222

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

[illegible] 7/72

Customer Copy

8059

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 13, 1975

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Please release directly to the contractor, J. C. Compton Co., the bonds deposited in lieu of retainage on safekeeping receipt 1454 and 1455. A TCD has been placed in safekeeping to replace the $50,000 in bonds to be returned on our contracts 8059 and 8060.

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head
J. Bond
R. Church
C. Barrett

Form 81-7343122

8059.

bc: C. W. Head
J. Bond
R. Church
C. Barrett

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 2, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Re: J. C. Compton Co.
Contracts 8059, 8060, 8146, 8199, 8222, 8236

36,714.63

We have received your safekeeping receipt 146007 covering City of Lake Oswego G. O. bonds, ~~$35,000~~, to be used in lieu of retainage on our contracts with J. C. Compton Co. as follows:

Contract	Amount
8146	$ 7,000.00
8222	2,000.00
8236	27,714.63

Also received was your safekeeping receipt 146008, covering TCD 4 195909, $60,000 to be used in lieu of retainage for J. C. Compton Co. on the following contracts:

Contract	Amount
8059 & 8060	$25,000.00
8199	35,000.00

Funds in these bonds and certificates should not be released to the contractor except upon written notification from the Oregon State Highway Division.

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

[illegible]

cc: J. C. Compton Co.

Form 81-734-3123

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. BOX 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

September 30, 1975

Oregon State Highway Department
Finance Branch
Salem, Oregon 97310

Attn: Janice Peterson

Re: J. C. Compton Co.

Gentlemen:

Enclosed are our Safekeeping Receipts for securities deposited by J. C. Compton Co. for the account of State of Oregon-Department of Transportation, being held in lieu of retainage on the following jobs:

$7,000	City of Lake Oswego General Obligation Bonds	-----	Job #8146
2,000	City of Lake Oswego General Obligation Bonds	-----	Job #8222
27,714.63	City of Lake Oswego General Obligation Bonds	-----	Job #8236
$36,714.63	(covered under our S/K Receipt #146007)		
$25,000	U.S.Bank Time Certificate of Deposit		Job #~~7860~~ 8059 & 8060
35,000	U.S.Bank Time Certificate of Deposit		Job #8199
$60,000	(covered under our S/K Receipt #146008)		

Very truly yours,

James D. Cline
James D. Cline
Vice President and Manager

RECEIVED
OCT 1 1975
Contract Acctg.

Encl.

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146007

Branch McMinnville №17

DATE 9-30-75

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't ______
☐ CR. SVNG. Acc't ______
☐ Remit ______

For The Account of

State of Oregon
Department of Transportation

DEPOSITED BY J.C.Compton Co.

$35,000.00	City of Lake Oswego General Obligation Improvement Bonds @ $5,000 ea, Issue 1975,Nos. 2 thru 8,@7½%, dtd 8/1/75, due 8/1/76, with 2/1/76 and 8/1/76 cpns attached. Bond Powers attached.
1,714.63	City of Lake Oswego General Obligation Improvement Bond Issue 1975, No. 1, dtd 8/1/75,due 8/1/76, with 2/1/76 and 8/1/76 Cpns attached. Bond Powers Attached.

(In lieu of retainage $7,000 pledged for job #8146,$2,000 on job #8222, $27,714.63 for Job #8236)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-268 7/72

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146008

Branch McMinnville No. 17

DATE 9-30-75

For The Account of

State of Oregon
Department of Transportation

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't ____
☐ CR. SVNG. Acc't ____
☐ Remit ____

~~U. S. Bank~~

DEPOSITED BY J. C. Compton Co.

$60,000.00

5.5% Nonnegotiable Time Certificate of Deposit No. 4 195909 Payable to/and assigned to State of Oregon-Department of Transportation by J. C. Compton Company, Certificate dtd 9-30-75, maturing 12/29/75.

J. D. Compton Co

(In lieu of retainage $25,000 pledged for Job #7860, $35,000 for Job #8199;

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-868 7/72

Customer Copy

8060 Canyonville-Glendale Jct. 1974
Sec. of Pacific Hwy.
(grade,pave,sign,structure) #1

8060

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 30, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

NOTED
E. S. HUNTER

ATTENTION: Mr. Glenn Hossner

RE: Payment of Royalty to Owners
For Material From State-furnished
Sources
Your Reference: 10-41-B3

Dear Sir:

In your letter of July 19, 1974 approving Interstate participation in royalty payments on the Canyonville-Glendale Junction Section, you suggested that we might consider another method of royalty payments whereby the contractor would make these payments directly to the owner.

Our basic reason for the State making royalty payments directly to the owner is to insure that the owner receives the prompt and full payment for material in accordance with the agreement between the owner and the State. Negotiations for material sources are normally rather difficult at their best and any foul-up in the reimbursement to owners would probably make future negotiations more difficult. For this reason, we propose to continue to use the current method even though some additional paper work may be involved.

Very truly yours,

F. B. Klaboe, Administrator and
State Highway Engineer

By ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

RECEIVED
SEP 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

bc: E. S. Hunter
C. G. Swenson

Salem, Oregon

August ~~7~~ 26, 1974

MEMORANDUM TO THE FILES

D. N. Stoudenmeyer, Preliminary Design Supervisor

Mandatory Material Source - Martin Bar
Canyonville-Glendale Section
Pacific Highway
10-41-B3

On August 2 a rough draft was written for Mr. Klaboe to send to the FHWA objecting to mandatory material sources on the basis that State efforts towards this end would be paid by State funds while a contractors efforts for same would be in the contract price and covered by Federal funds.

Mr. Hunter returned the rough draft questioning why we can not charge all State costs for such an action. In checking with Mr. Yarbrough and Mr. Swan we discover that apparently engineering charges as well as site options, etc. can be covered by Federal funds providing we make a convincing case for the mandatory source.

Apparently the rough draft was in error so we will retract it although the Design Section is not thoroughly convinced that total Federal coverage will always be available.

8-26-74
Venstieg
Respond direct to FHWA
ESH.

DNS:we
cc: E. S. Hunter
F. W. Yarbrough
D. E. Swan

RECEIVED
AUG 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 19, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-5-2(78)82
Canyonville-Glendale Junction Section
Pacific Highway

FROM: G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in your request for Interstate participation in the royalty to be paid in connection with the Martin Bar gravel source as requested in Mr. Rulien's July 15 letter. The royalty cost for native materials is inherent in the cost of construction. Therefore, separate requests for participation are not necessary unless unusual circumstances are involved.

I was surprised to note that the State will be paying the royalty directly to the landowner. You may wish on future projects to write the agreement and construction contract in such a manner that the contractor would make the payment to the landowner. This may reduce the paper work involved.

G.K. Hossner
for G. L. Green

Attachment
State's 7/15/74 ltr

RECEIVED
STATE HWY ENGR
JUL 22 74
REFER TO
Hunter
FOR
Info | Immed | R/D | D/R | Sign | Act ✓ | File

RECEIVED
JUL 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

ROUGH DRAFT FOR MR. KLABOE'S CONSIDERATION

August 2, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Mandatory Material Source - Martin Bar
Canyonville-Glendale Section
Pacific Highway
10-41-B3

Your July 16 letter concerning approval of the Martin Bar as a mandatory material source brings up a point that should be made clear. Your final sentence says that the State's additional engineering efforts should be more than offset by reduced contractor's efforts.

This would be fine except for one problem. The State's efforts are paid for with State funds while the contractor's efforts are included in the bid price and covered by Federal funds. Unfortunately, we do not have sufficient funds for the additional engineering efforts, but we will be glad to do such engineering work if Federal money can be made available.

DNS:we kmb

bc: E. S. Hunter
J. H. Versteeg

Original draft w/att
returned to Stoudenmeyer
8-5-74

8-5
[illegible]

#8060

Salem, Oregon

August 22, 1974

Alfred Shirley, Region III Engineer

J. E. Versteeg, Road Design Engineer

Canyonville-Glendale Junction Section
Pacific Highway
Douglas County
Cow Creek Material Source (Martin Bar)

In Al Bates letter to you dated August 16, 1974 he recommended that two additional gravel bars be added to the plans for this project.

As you know this project was advertised on August 8, 1974 for bid opening on August 29, 1974. It is too late now to get out an addendum in time to notify all bidders and be able to certify to the FHWA that all bidders received the addendum.

Also the approved EIS for the project did not cover the use of the two additional bars. If we were to add them at this time the EIS would have to be revised accordingly and would delay the project.

If, during construction, it becomes necessary to use the two additional gravel bars arrangements will have to be made at that time.

CGS:we
cc: C. T. Keasey
Gary A. Potter
C. G. Swenson

Versteeg
A. Olsen
2 Tupin T
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 2_ 1974
ROAD DESIGN SECTION

Requires Approval
Receive
Do not file
Return to
Bring Up ✓
Other

8060   8-20-74

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 1-5-2(78)82; ER-284(1) &
STATE PROJECT NO. ERFO-284(3)
CANYONVILLE-GLENDALE SECT.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.
ITEM NO. 1-791, ER-4 &40
COUNTY NAME: DOUGLAS
PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:
MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
AUG 22 '74
REFER TO Hunter
FOR
Info | ness | S/O | | | Act ✓ | File

DATE PS&E APPROVED AUGUST 7, 1974	DATE AUTHORIZATION EFFECTIVE AUGUST 7, 1974	FEDERAL ROUTE NUMBER: INTERSTATE ROUTE 5 STATE ROUTE NUMBER: PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

NOTED
E. S. HUNTER

GENERAL DESCRIPTION OF WORK:
GRADE, DRAIN, HIGH TYPE PAVEMENT, SIGN AND GUARDRAIL. 17.48 MILES
PERMANENT ER RESTORATION. TOTAL ESTIMATED COST $4,347,494

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REPAIR CRACKS AND PREFINISH WORK BENT #4	$3,000
CONSTRUCT RIPRAP DIKE ALONG COW CREEK	4,000
PERMANENT PAVEMENT STRIPING	8,500
STAGE CONSTRUCTION STRIPING	5,000
TEMPORARY EROSION CONTROL	1,000
ON THE JOB TRAINING	6,400

REMARKS

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH ITEMS LISTED ABOVE AS SHOWN IN YOUR ESTIMATE.

MR. RULIEN'S AUGUST 2, 1974 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

8-26-74
ORIGINAL TO
L. W. Rulien
with title sheet

RECEIVED
AUG 26 1974
OFFICE OF
[illegible]

DATE 8-[illegible]4	SIGNATURE OF APPROVING OFFICIAL G L Green	TITLE DIVISION ENGINEER

[illegible] STOCKS OF FORM PR-1240 [illegible] USED

#8060

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
August ~~16~~, 1974
19,

By B. W. Johnson

FROM: Alfred W. Bates,
Resident Engineer

SUBJECT: Canyonville-Glendale Jct. Section
Pacific Highway

TO: Alfred Shirley, Jr.,
Regional Engineer

In Mr. Brummit's Memorandum to the Files, dated August 6, 1974, he mentions that the latest computations indicate the need of approximately 106,000 cubic yards of aggregate for the subject project.

Based on this computation it is estimated that we may be as much as 10,000 cubic yards short of bar run material depending on the amount of material that is rejected during the production of aggregates.

As a precautionary measure to insure sufficient material sources, it is recommended that two additional gravel bars located upstream from Bar No. 1 be added to sheet 2K of the Plans. (Revised sheet 2K enclosed)

Mr.Martin was contacted August 15, 1974 and he is agreeable to the addition of these bars.

RECEIVED
ROAD DESIGN SECTION
copy Swanson
R. Olson
copy Trout
Executive Keep
Do not File
Return To
Bring Up ___/___/___
Other

ROSEBURG REGION
RECEIVED
AUG 1 6 1974

8-19-74
CC: Al Bates - Please have Bob have amended agreement drawn up to include new bars.
J. H. Versteeg ✓
Art Brummitt

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE August 6, 1974 File # 48521

TO MEMORANDUM TO THE FILES

FROM Art Brummitt, Senior Specifications Engineer

SUBJECT Canyonville-Glendale Junction Section
Pacific Highway I-5

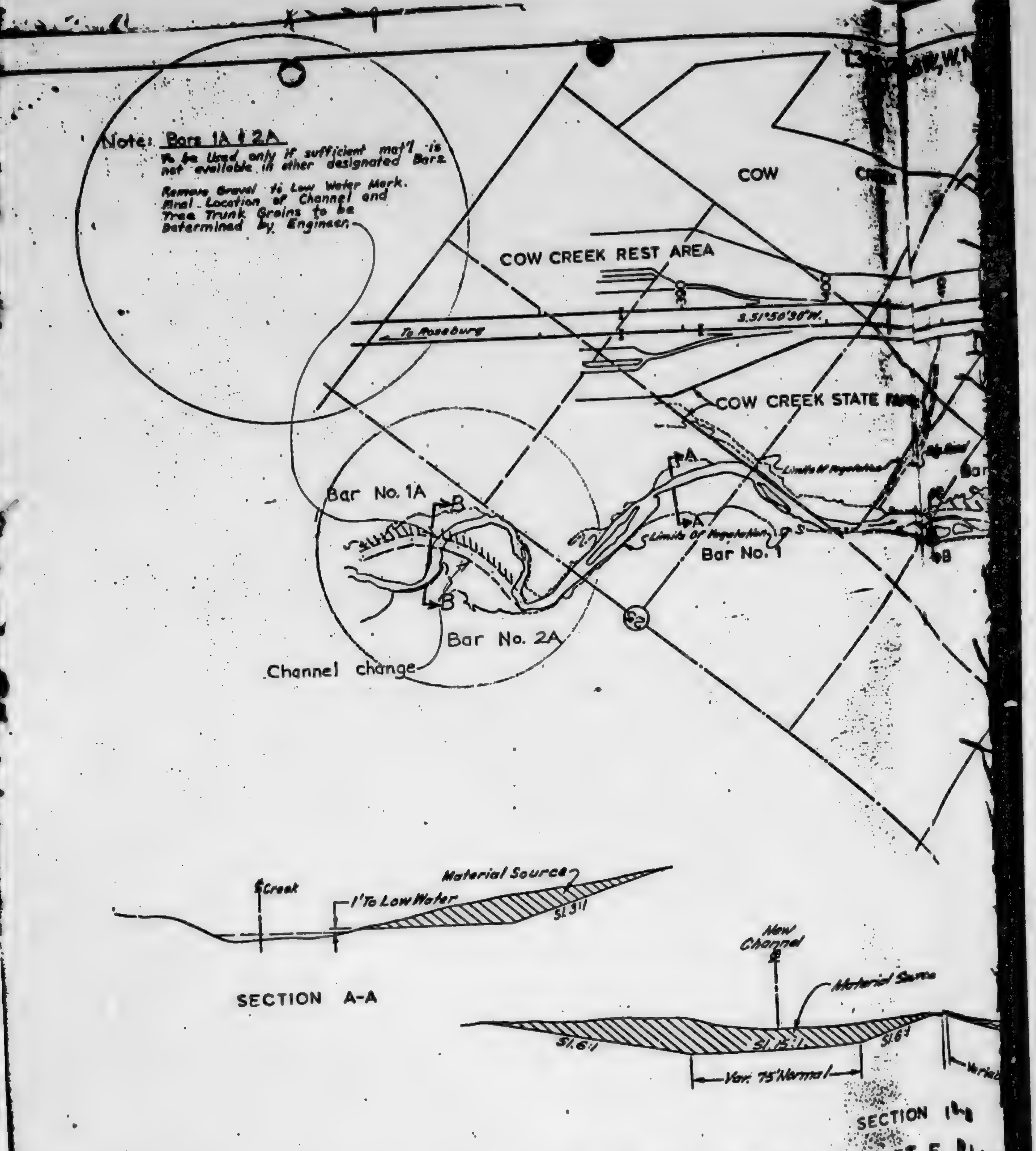
The E.I.S. for the subject project and the "Lease and Sale of Road Materials" for the Martin Gravel Bar both state that the subject project requires approximately 85,000 cubic yards of aggregates. The latest computations indicate the need of approximately 106,000 cubic yards of aggregates.

AB:jh
cc: J. H. Versteeg
Gary Potter
John Oakes

RECEIVED
AUG 8 1974
ROSEBURG R/W

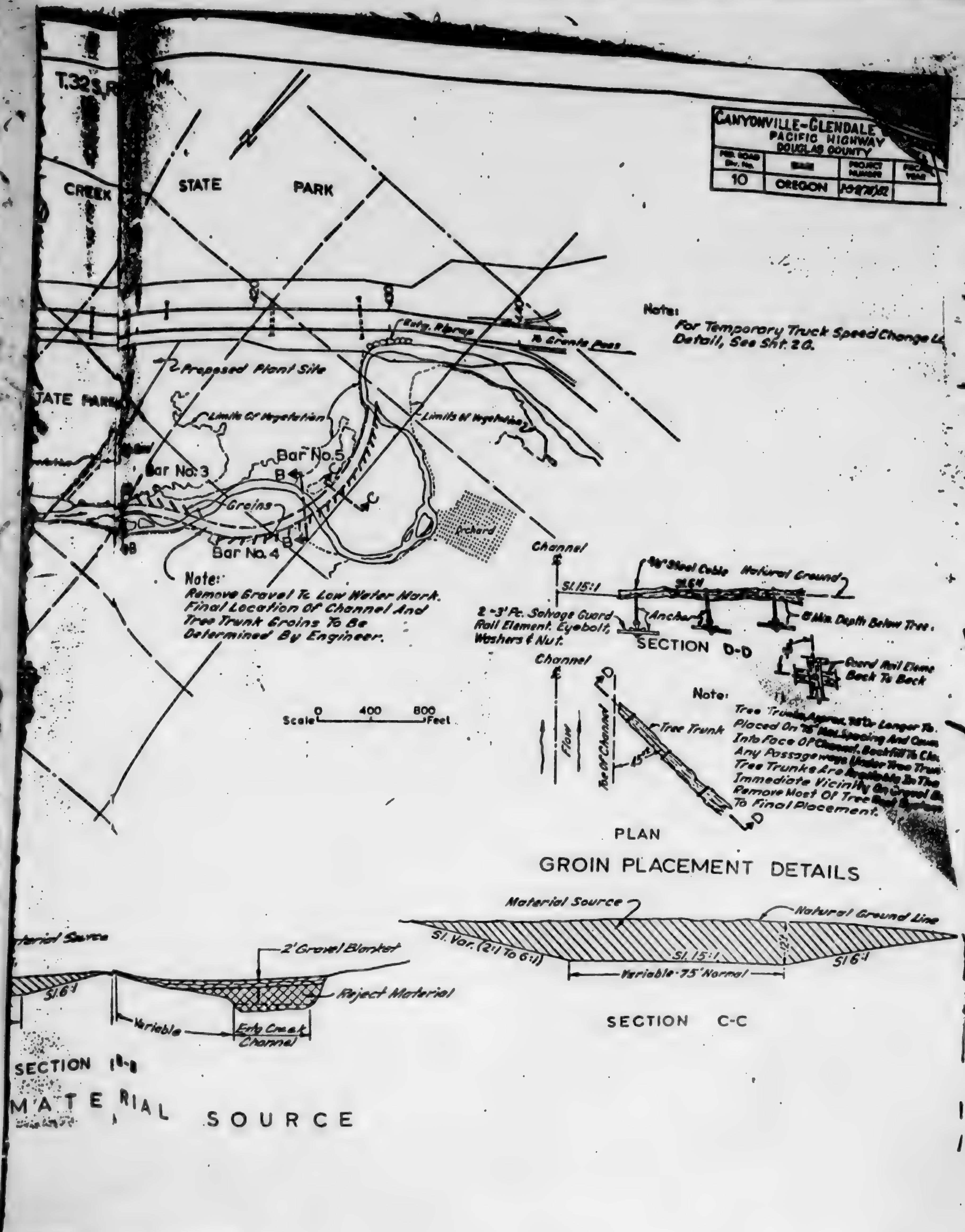
Received 8-12-74
Res. Engr. Office

RIGHT OF WAY SECTION
RECEIVED
1974
3
LA RS
PAS RS LE US PA PAJ



Note: Bars 1A & 2A
To be Used only if sufficient mat'l is not available in other designated Bars.
Remove Gravel to Low Water Mark. Final Location of Channel and Tree Trunk Groins to be Determined by Engineer.

MANDATORY MATERIAL



Note:
For Temporary Truck Speed Change La
Detail, See Sht. 2Q.

Note:
Remove Gravel To Low Water Mark.
Final Location Of Channel And
Tree Trunk Groins To Be
Determined By Engineer.

SECTION D-D

Note:
Tree Trunks Approx. 35' Or Longer To
Placed On 75' Max. Spacing And Conn
Into Face Of Channel. Backfill To Cl
Any Passageways Under Tree Trun
Tree Trunks Are Available In The
Immediate Vicinity On Gravel
Remove Most Of Tree
To Final Placement.

PLAN

GROIN PLACEMENT DETAILS

SECTION C-C

SECTION B-B

MATERIAL SOURCE

#8060

FORM [illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 16, 1974

TO MEMORANDUM TO THE FILES

Donald L. Trout

FROM Donald L. Trout, Design Office Engineer

SUBJECT Cow Creek Material Source
Canyonville-Glendale Jct.
Pacific Highway
Douglas County

The development plan for this material source calls for the placement of reject material in the old channel and covering it with a two foot gravel blanket.

The Wildlife Commission in reviewing the Division of State Lands Removal/Fill Permit application objected to this. It was their concern that the reject material would contain fine silt and clay that would harm fish life if the gravel blanket failed during high water. Tests of samples of the material revealed only a small percentage of fines and no measurable amount of clay. With this information Mr. Dick Lenz discussed the matter with Mr. Jim Lauman, Wildlife Commission. Mr. Lauman agreed there would be no problem in the absence of fine or clay material. The Division of State Lands has agreed to delete this objection from the Special Conditions of the Removal/Fill Permit.

DLT:jh
cc: Frank Terpin
C. G. Swenson
Al Bates

L Versteeg V
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 16 1974
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not file
Return
Bring up
Other

CANNONVILLE - GLENDALE JCT.
AZALEA - GLENDALE JCT.
Joint/shoulder Condition

Photo. No.	Dist. Beg. Mi.	Edge Drop In.
8	2.7	3/8
7	2.35	7/16
6	2.0	1 3/4
5	1.6	3/4
4	.75	1/4
3	.51	1 5/8
2	.30	1 3/16
1	.05	1 3/16

ATTACH. "A"

JGT.

Photo. No.	Dist. Beg. Mi.	Edge Drop In.
8	2.7	3/8
7	2.35	7/16
6	2.0	1 3/4
5	1.6	3/4
4	.75	1/4
3	.51	1 5/8
2	.30	1 3/16
1	.05	1 3/16

ATTACH. "A"

JCT.

Photo. No.	Dist. Beg. Mi.	Edge Drop In.
8	2.7	3/8
7	2.35	7/16
6	2.0	1 3/4
5	1.6	3/4
4	.75	1/4
3	.51	1 5/8
2	.30	1 3/16
1	.05	1 3/16

ATTACH. "A"

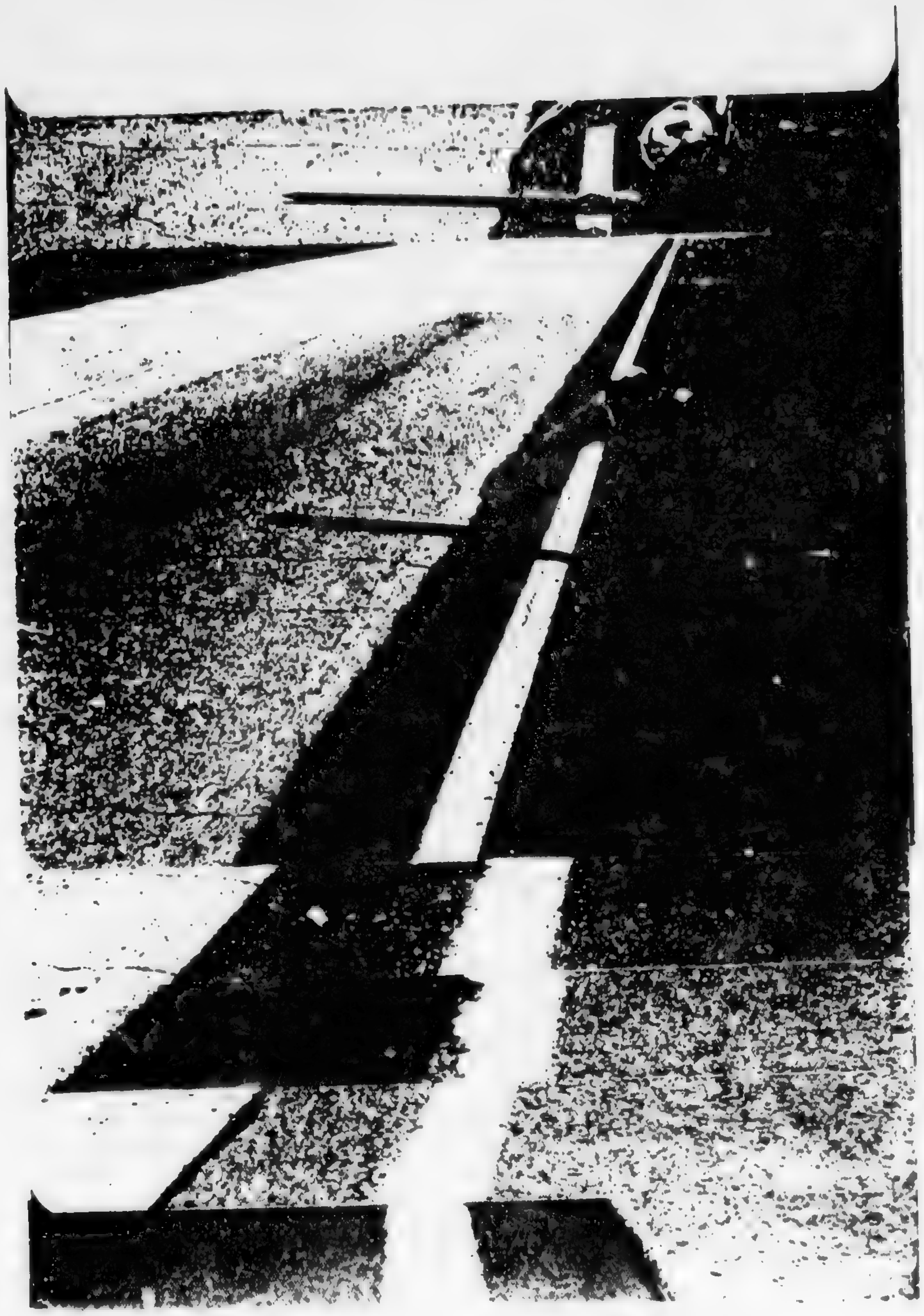


Photo. No.	Dist. Beg. Mi.	Edge Drop In.
8	2.7	3/8
7	2.35	7/16
6	2.0	1 3/4
5	1.6	3/4
4	.75	1/4
3	.51	1 5/8
2	.30	1 3/16
1	.05	1 3/16

ATTACH. "A"

Photo. No.	Dist. Beg. Mi.	Edge Drop In.
8	2.7	3/8
7	2.35	7/16
6	2.0	1 3/4
5	1.6	3/4
4	.75	1/4
3	.51	1 5/8
2	.30	1 3/16
1	.05	1 3/16

ATTACH. "A"

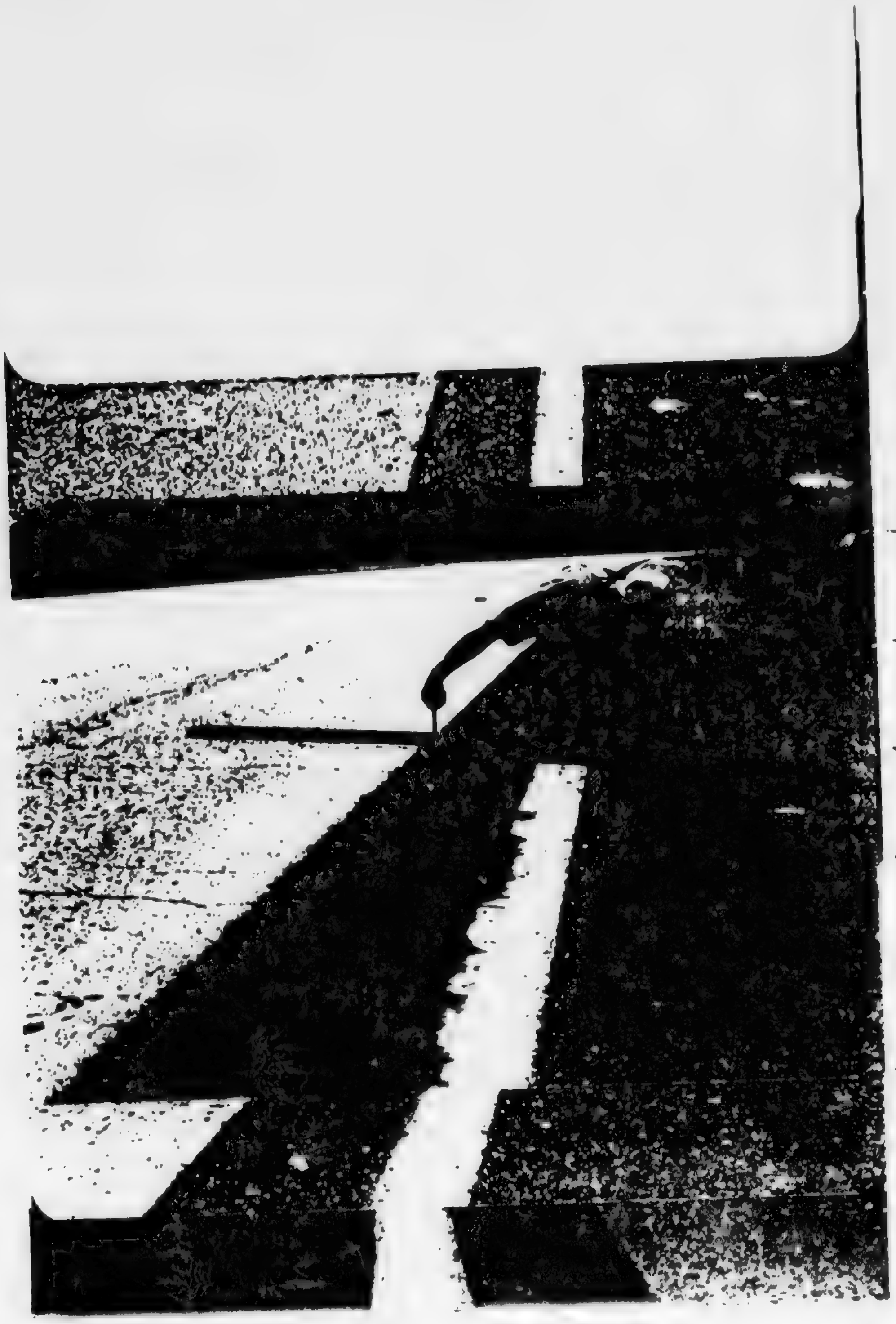
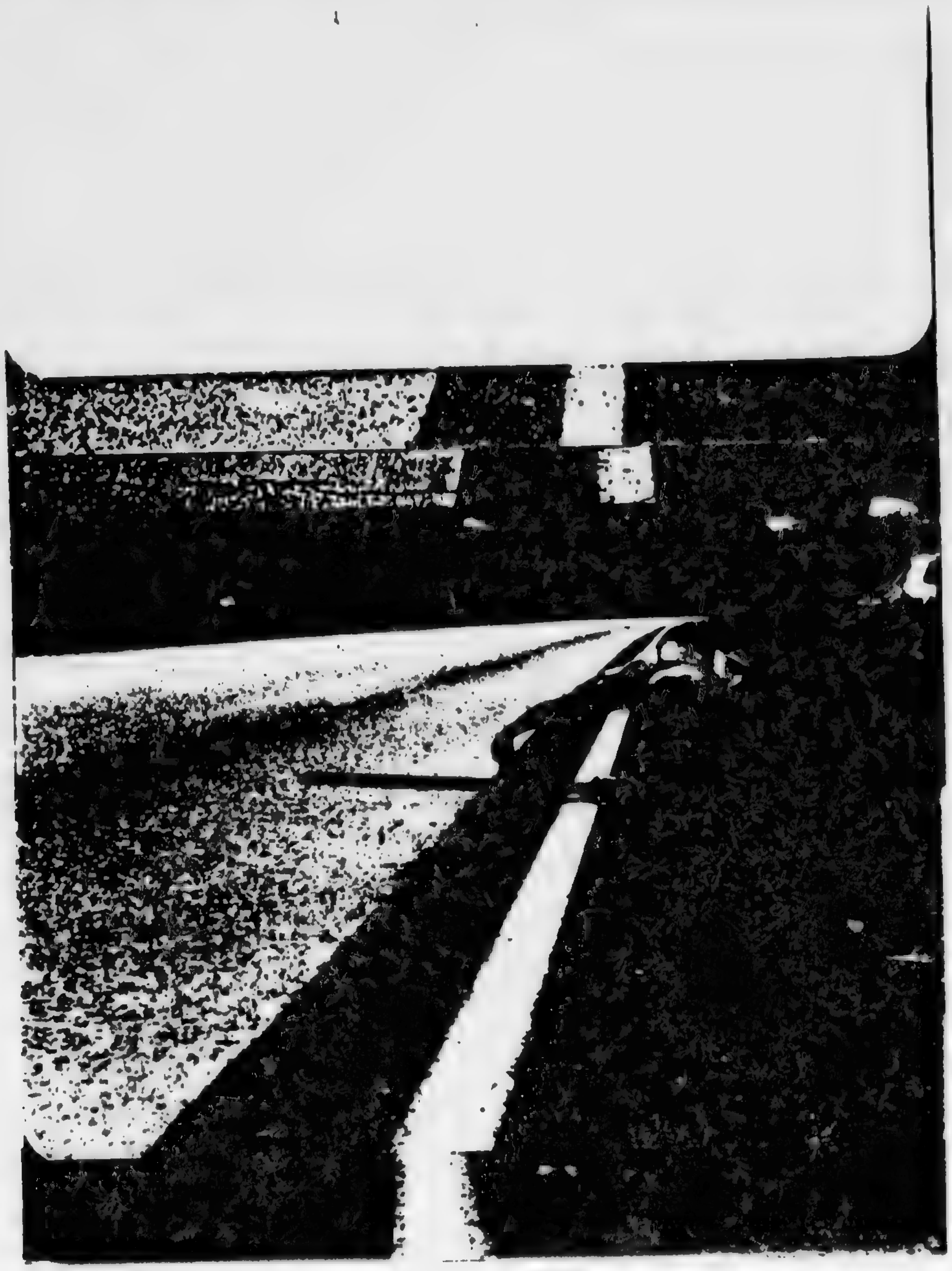


Photo. No.	Dist. Beg. Mi.	Edge Drop In.
8	2.7	3/8
7	2.35	7/16
6	2.0	1 3/4
5	1.6	3/4
4	.75	1/4
3	.51	1 5/8
2	.30	1 3/16
1	.05	1 3/16

ATTACH. "A"



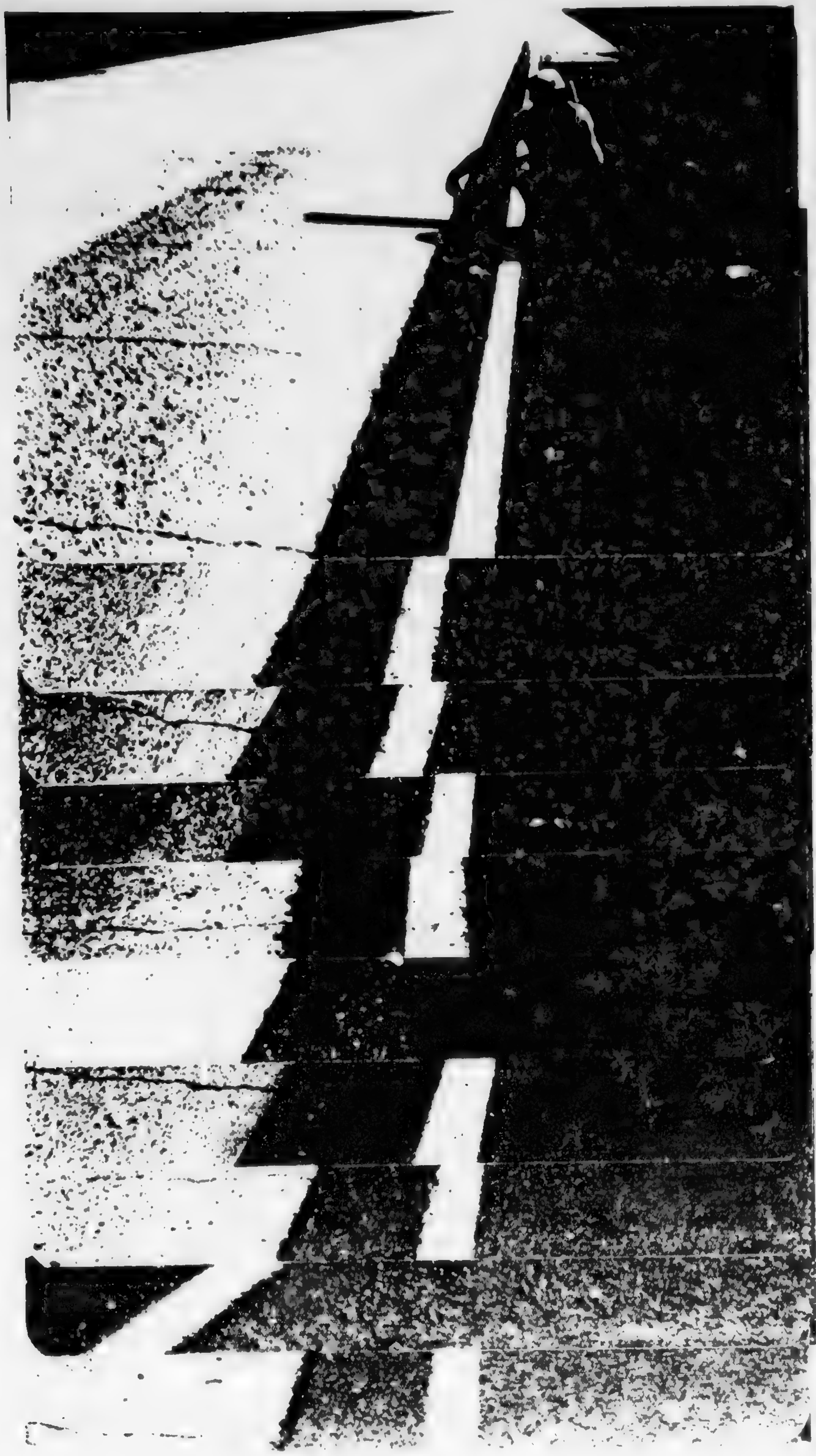
8	2.7	3/8
7	2.35	7/16
6	2.0	1 3/4
5	1.6	3/4
4	.75	1/4
3	.51	1 5/8
2	.30	1 3/16
1	.05	1 3/16
Photo. No.	Dist. Beg. Mi.	Edge Drop In.

ATTACH. "A"

Photo. No.	Dist. Beg. Mi.	Edge Drop In.
8	2.7	3/8
7	2.35	7/16
6	2.0	1 3/4
5	1.6	3/4
4	.75	1/4
3	.51	1 5/8
2	.30	1 3/16
1	.05	1 3/16

ATTACH. "A"

Joint/shoulder Condition (Cont.)



18	6.15	1/4
17	5.4	1/4
16	5.1	1/2
15	4.85	1/2
14	4.55	1/2
13	4.2	7/8
12	3.95	7/8
11	3.65	7/8
10	3.35	7/8
9	3.15	7/16
[illegible] No	[illegible] [illegible] Mi	Edge Drop In

cont.)

18	6.15	1/4
17	5.4	1/4
16	5.1	1/2
15	4.85	1/2
14	4.[illegible]	1/2
13	4.[illegible]	1/8
12	3.[illegible]	1/8
11	3.[illegible]	1/8
10	3.55	1/8
[illegible]	3.15	1/4
[illegible]	[illegible]	[illegible]

cont.)

18	6.15	1/4
17	5.4	1/4
16	5.1	1/2
15	4.85	1/2
14	4.55	1/2
13	4.2	7/8
12	3.95	7/8
11	3.65	7/8
[illegible]	3.35	7/8
[illegible]	3.15	7/16
[illegible]	[illegible] Sep [illegible]	Edge Dist In

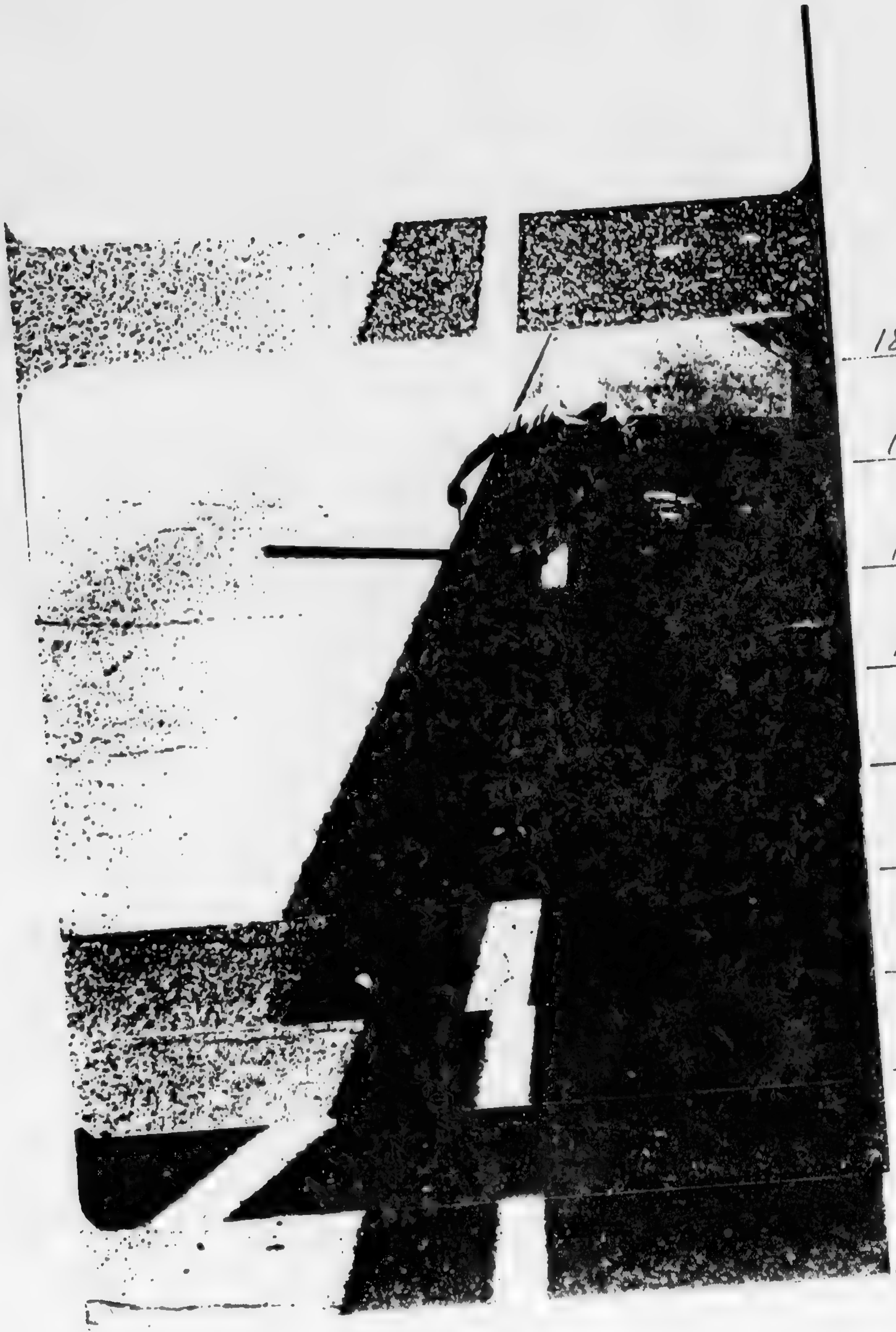
(cont.)

18	6.15	1/4
17	5.4	1/4
16	5.1	1/2
15	4.85	1/2
14	4.55	1/2
13	4.2	1/8
12	3.95	7/8
[illegible]	[illegible]	7/8
[illegible]	[illegible]	7/8
[illegible]	[illegible]	7/4
[illegible]	[illegible]	[illegible]

cont.)

18	6.15	1/4
17	5.4	1/4
16	5.1	1/2
15	4.85	1/2
14	[illegible]	1/2
13	4.2	1/8
12	3.95	7/8
[illegible]	[illegible]	7/8
[illegible]	[illegible]	7/8
[illegible]	[illegible]	7/16
[illegible]	[illegible]	Edge
[illegible]	[illegible]	[illegible]

18	6.15	1/4
17	5.4	1/4
16	5.1	1/2
15	4.85	1/2
14	4.55	1/2
13	4.2	7/8
12	3.95	7/8
11	3.65	7/8
11	3.35	7/8
1	3.15	7/16
Pocket No	Dist Beg Mi	Edge Drop In



18	6.15	1/4
17	5.4	1/4
16	5.1	1/2
15	4.85	1/2
14	4.55	1/2
13	4.2	7/8
12	3.95	7/8
11	3.65	7/8
10	3.35	7/8
9	3.15	7/16
Photo No.	Dist. Beg. Mi.	Edge Drop In.

Photo No.	Dist. Beg. Mi.	Edge Drop In.
18	6.15	1/4
17	5.4	1/4
16	5.1	1/2
15	4.85	1/2
14	4.55	1/2
13	4.2	7/8
12	3.95	7/8
11	3.65	7/8
10	3.35	7/8
9	3.15	7/16

Photo. No.	Dist. Beg. Mi	Edge. Drop In.
18	6.15	1/4
17	5.4	1/4
16	5.1	1/2
15	4.85	1/2
14	4.55	1/2
13	4.2	7/8
12	3.95	7/8
11	3.65	7/8
10	3.35	7/8
9	3.15	7/16

Photo. No.	Dist. Beg. Mi.	Edge. Drop. In.
18	6.15	1/4
17	5.4	1/4
16	5.1	1/2
15	4.85	1/2
14	4.55	1/2
13	4.2	7/8
12	3.95	7/8
11	3.65	7/8
10	3.35	7/8
9	3.15	7/16

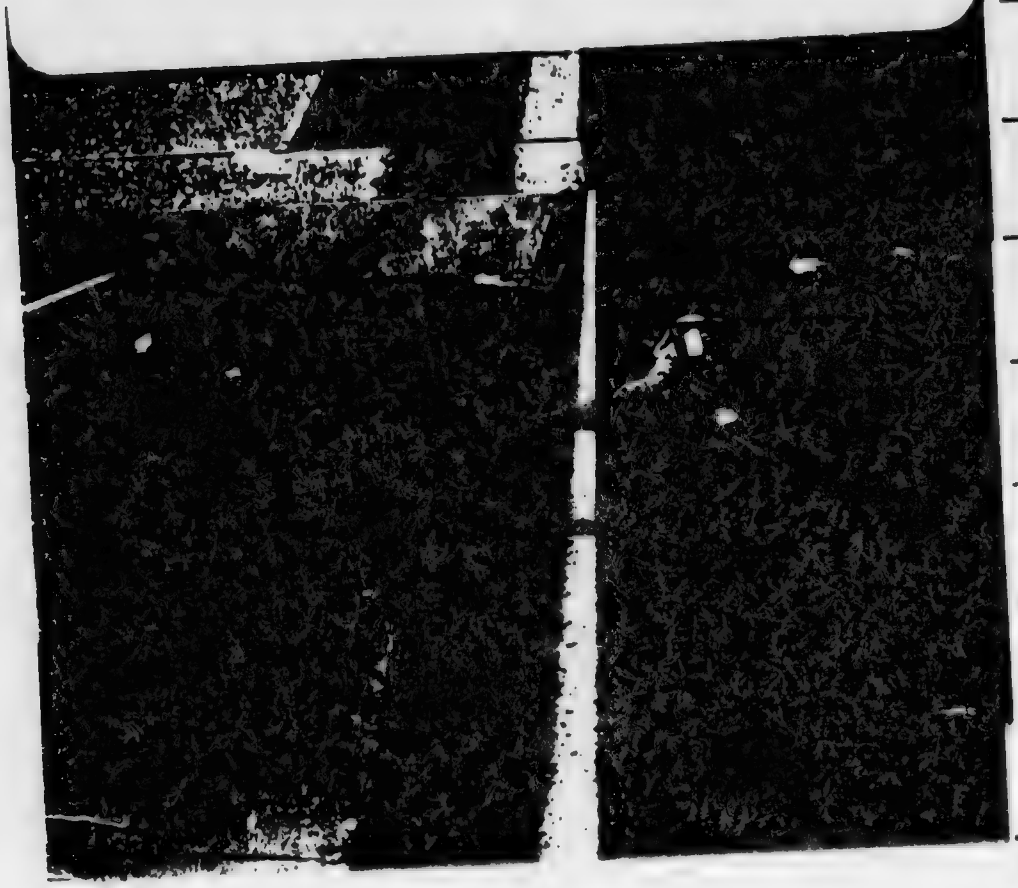
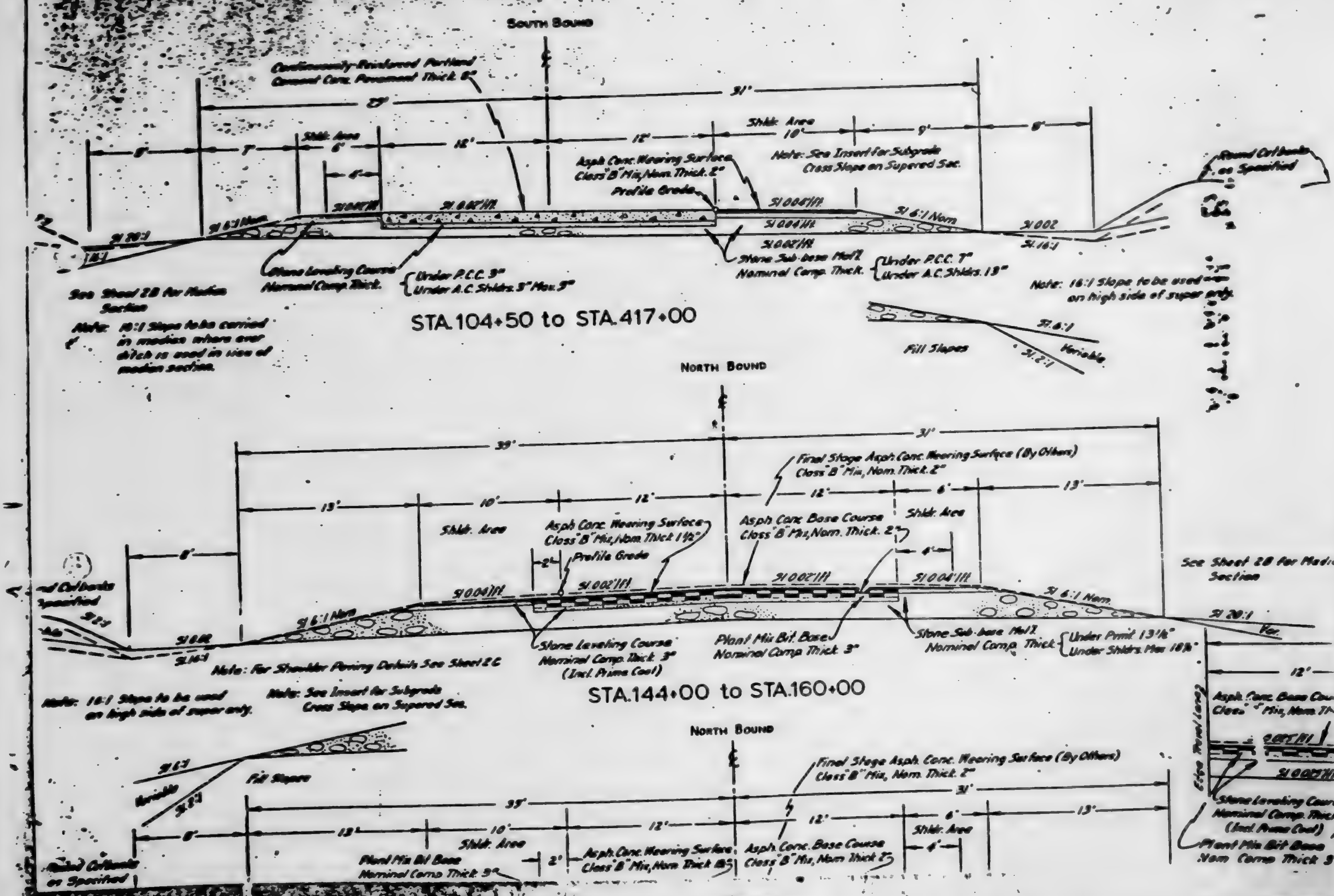
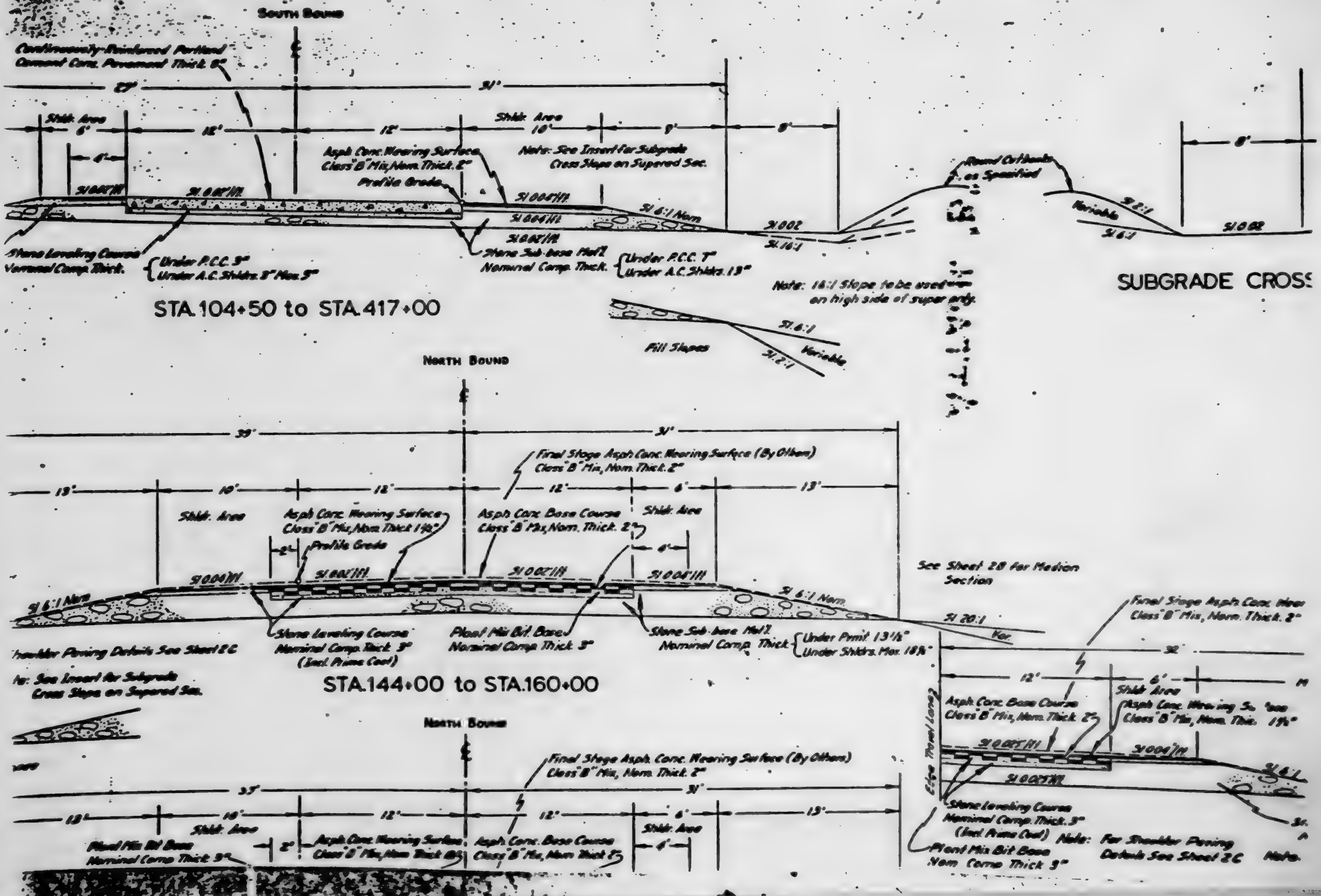


Photo. No.	Dist. Beg. Mi.	Edge. Drop In.
18	6.15	[illegible]
17	5.4	1/4
16	5.1	1/2
15	4.85	1/2
14	4.55	1/2
13	4.2	7/8
12	3.95	7/8
11	3.65	7/8
10	3.35	7/8
9	3.15	7/16

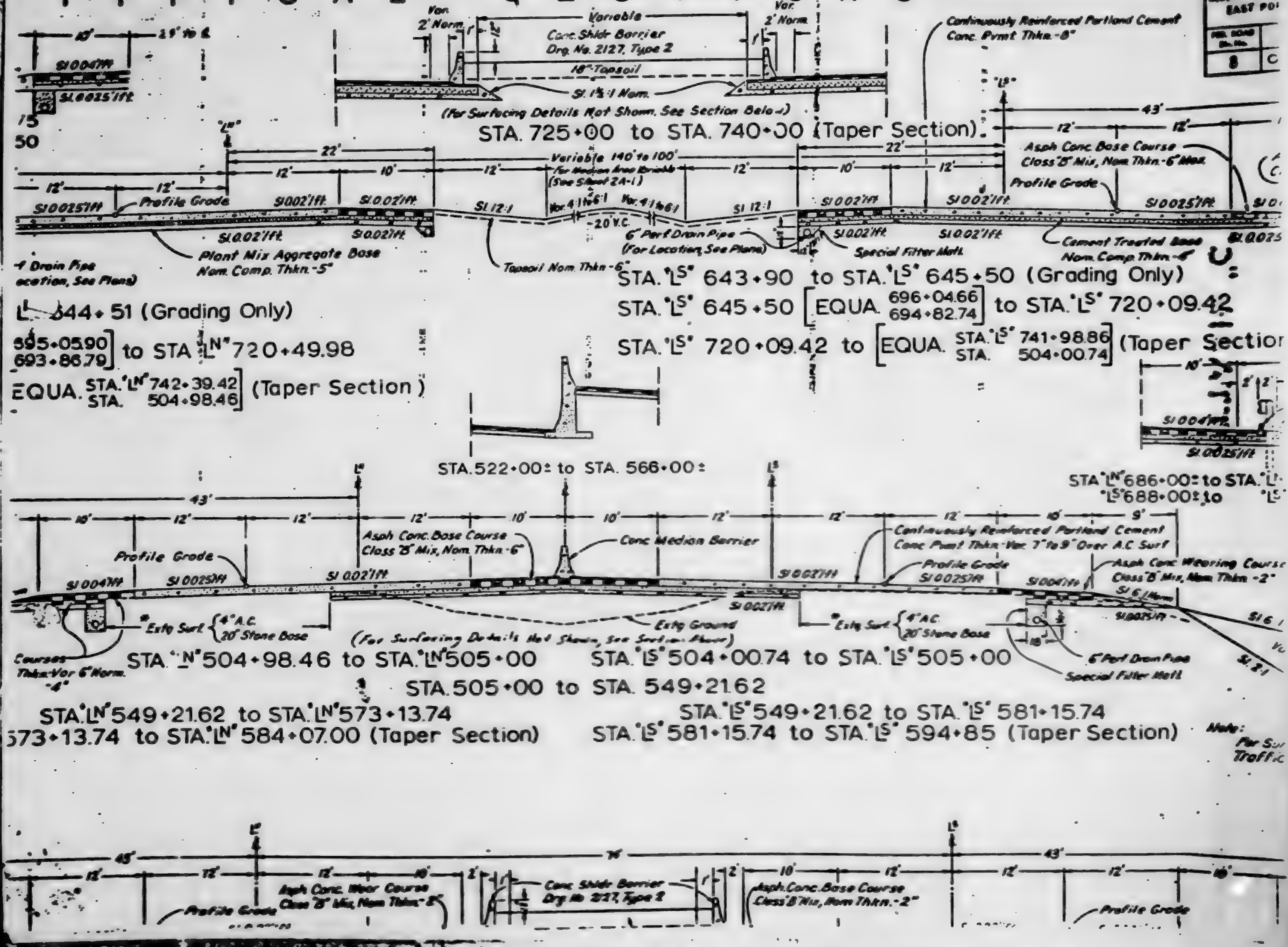
TYPICAL SECTION


SOUTH BOUND
Continuously-Reinforced Portland Cement Conc. Pavement Thick. 8"
29'
31'
8'
7'
Shldr. Area 6'
4'
12'
12'
Shldr. Area 10'
9'
8'
Asph. Conc. Wearing Surface Class "B" Mix, Nom. Thick. 2"
Profile Grade
Note: See Insert for Subgrade Cross Slope on Supered Sec.
Round Cut banks as Specified
Stone Leveling Course Nominal Comp. Thick. {Under P.C.C. 3" Under A.C. Shldrs. 3" Max. 5"
Stone Sub-base Mat'l. Nominal Comp. Thick. {Under P.C.C. 7" Under A.C. Shldrs. 13"
See Sheet 2B For Median Section
Note: 10:1 Slope to be carried in median where ever ditch is used in lieu of median section.
Note: 16:1 Slope to be used on high side of super only.
Fill Slopes
Variable
STA. 104+50 to STA. 417+00
NORTH BOUND
39'
31'
13'
10'
12'
12'
6'
13'
8'
Shldr. Area
2'
4'
Asph. Conc. Wearing Surface Class "B" Mix, Nom. Thick 1½"
Profile Grade
Final Stage Asph. Conc. Wearing Surface (By Others) Class "B" Mix, Nom. Thick. 2"
Asph. Conc. Base Course Class "B" Mix, Nom. Thick. 2"
Round Cut banks as Specified
Stone Leveling Course Nominal Comp. Thick. 3" (Incl. Prime Coat)
Plant Mix Bit. Base Nominal Comp. Thick. 3"
Stone Sub-base Mat'l. Nominal Comp. Thick. {Under Pvmt. 13½" Under Shldrs. Max 18½"
See Sheet 2B For Median Section
Note: For Shoulder Paving Details See Sheet 2C
Note: 16:1 Slope to be used on high side of super only.
Note: See Insert for Subgrade Cross Slope on Supered Sec.
STA. 144+00 to STA. 160+00
Fill Slopes
Variable
NORTH BOUND
Final Stage Asph. Conc. Wearing Surface (By Others) Class "B" Mix, Nom. Thick. 2"
39'
31'
8'
13'
10'
12'
12'
6'
13'
Shldr. Area
2'
4'
Asph. Conc. Wearing Surface Class "B" Mix, Nom. Thick 1½"
Asph. Conc. Base Course Class "B" Mix, Nom. Thick 2"
Plant Mix Bit. Base Nominal Comp. Thick. 3"
Round Cut banks as Specified
Edge Travel Lane
Asph. Conc. Base Course Class "B" Mix, Nom. Thick
Stone Leveling Course Nominal Comp. Thick (Incl. Prime Coat)
Plant Mix Bit. Base Nom. Comp. Thick. 3"

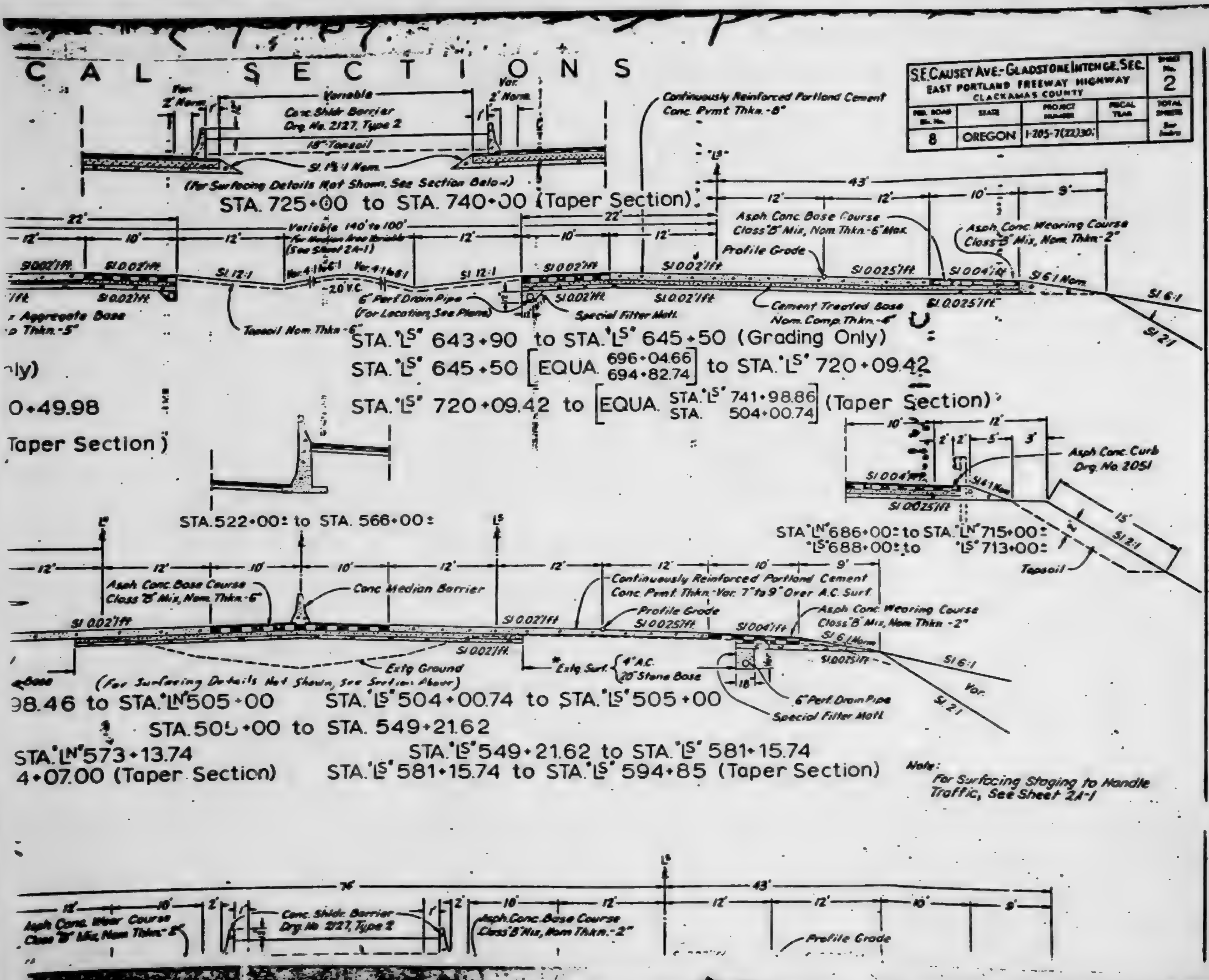
TYPICAL SECTIONS


South Bound
Continuously-Reinforced Portland Cement Conc. Pavement Thick. 8"
27'
31'
Shldr. Area 6'
4'
12'
12'
Shldr. Area 10'
9'
8'
Asph. Conc. Wearing Surface Class "B" Mix, Nom. Thick. 2"
Profile Grade
Note: See Insert For Subgrade Cross Slope on Supered Sec.
S1.004'/1'
S1.6:1 Nom.
S1.002
S1.16:1
Round Cutbanks as Specified
Variable
S1.2:1
S1.6:1
S1.0.02
Stone Leveling Course Nominal Comp. Thick. {Under P.C.C. 3" / Under A.C. Shldrs. 3" Max. 5"
Stone Sub-base Mat'l. Nominal Comp. Thick. {Under P.C.C. 7" / Under A.C. Shldrs. 13"
Note: 16:1 Slope to be used on high side of super only.
SUBGRADE CROSS
STA.104+50 to STA.417+00
S1.6:1
S1.2:1
Variable
Fill Slopes
North Bound
39'
31'
Final Stage Asph. Conc. Wearing Surface (By Others) Class "B" Mix, Nom. Thick. 2"
13'
10'
12'
12'
6'
13'
Shldr. Area
Asph. Conc. Wearing Surface Class "B" Mix, Nom. Thick. 1½"
Asph. Conc. Base Course Class "B" Mix, Nom. Thick. 2"
Shldr. Area
2'
Profile Grade
4'
S1.004'/1'
S1.002'/1'
S1.002'/1'
S1.008'/1'
S1.6:1 Nom.
S1.6:1 Nom.
S1.20:1
Var.
See Sheet 28 For Median Section
Stone Leveling Course Nominal Comp. Thick. 3" (Incl. Prime Coat)
Plant Mix Bit. Base Nominal Comp. Thick. 3"
Stone Sub-base Mat'l. Nominal Comp. Thick. {Under Pvmt. 13½" / Under Shldrs. Max. 18½"
Shoulder Paving Details See Sheet 2C
Note: See Insert For Subgrade Cross Slope on Supered Sec.
STA.144+00 to STA.160+00
Final Stage Asph. Conc. Wearing Surface Class "B" Mix, Nom. Thick. 2"
32'
12'
6'
Shldr. Area
Asph. Conc. Base Course Class "B" Mix, Nom. Thick. 2"
Asph. Conc. Wearing Surface Class "B" Mix, Nom. Thick. 1½"
Edge Travel Lane
S1.0.005'/1'
S1.004'/1'
S1.008'/1'
S1.6:1
Stone Leveling Course Nominal Comp. Thick. 3" (Incl. Prime Coat)
Plant Mix Bit. Base Nom. Comp. Thick. 3"
Note: For Shoulder Paving Details See Sheet 2C
North Bound
Final Stage Asph. Conc. Wearing Surface (By Others) Class "B" Mix, Nom. Thick. 2"
35'
31'
13'
10'
Shldr. Area
12'
12'
6'
Shldr. Area
13'
Plant Mix Bit. Base Nominal Comp. Thick. 3"
2'
Asph. Conc. Wearing Surface Class "B" Mix, Nom. Thick. 1½"
Asph. Conc. Base Course Class "B" Mix, Nom. Thick. 2"
4'

TYPICAL SECTIONS

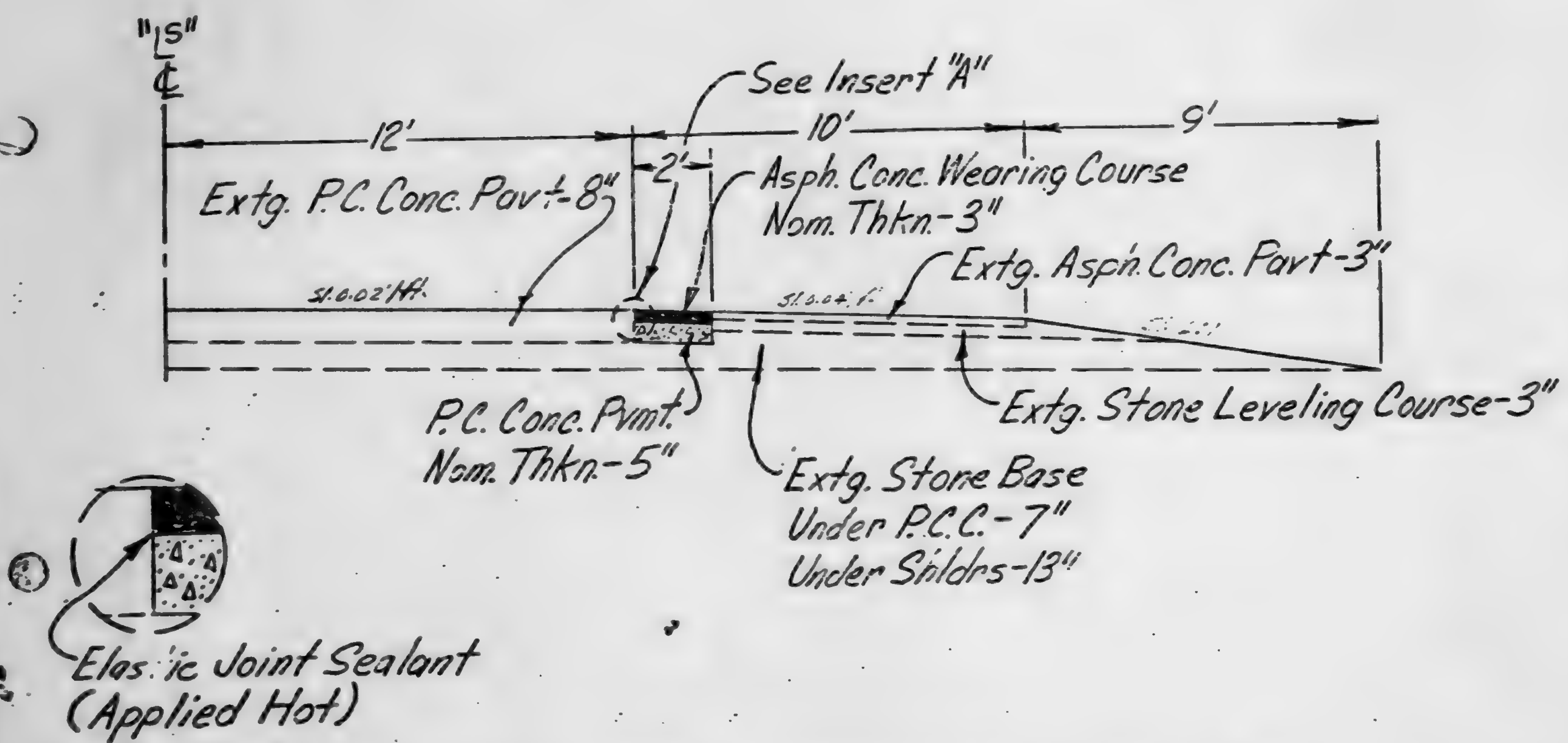

S.E. CAUSEY
EAST PO
8
Var. 2' Norm.
Variable
Conc. Shldr Barrier Drg. No. 2127, Type 2
18" Topsoil
Sl. 1½:1 Nom.
(For Surfacing Details Not Shown, See Section Below)
STA. 725+00 to STA. 740+00 (Taper Section)
Continuously Reinforced Portland Cement Conc. Pvmt. Thkn.-8"
Asph Conc. Base Course Class "B" Mix, Nom. Thkn.-6" Max.
Profile Grade
Variable 140' to 100' (For Median Area Details See Sheet 2A-1)
Sl. 12:1
Var. 4:1 to 6:1
-20' V.C.
6" Perf. Drain Pipe (For Location, See Plans)
Special Filter Mat'l.
Cement Treated Base Nom. Comp. Thkn.-6"
Plant Mix Aggregate Base Nom. Comp. Thkn.-5"
Topsoil Nom. Thkn.-6"
Sl. 0.025'/ft.
Sl. 0.02'/ft.
Sl. 0.004'/ft.
Drain Pipe Location, See Plans
STA. "LS" 643+90 to STA. "LS" 645+50 (Grading Only)
STA. "LS" 645+50 [EQUA. 696+04.66 / 694+82.74] to STA. "LS" 720+09.42
STA. "LS" 720+09.42 to [EQUA. STA. "LS" 741+98.86 / STA. 504+00.74] (Taper Section
L 644+51 (Grading Only)
595+05.90 / 693+86.79] to STA. "LN" 720+49.98
EQUA. STA. "LN" 742+39.42 / STA. 504+98.46] (Taper Section)
STA. 522+00± to STA. 566+00±
STA. "LN" 686+00± to STA. "L
"LS" 688+00± to "LS
Conc. Median Barrier
Continuously Reinforced Portland Cement Conc. Pvmt. Thkn.-Var. 7" to 9" Over A.C. Surf.
Asph. Conc. Wearing Course Class "B" Mix, Nom. Thkn.-2"
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn.-6"
Exist. Surf. {4" A.C. 20" Stone Base
Exist. Ground
(For Surfacing Details Not Shown, See Section Above)
6" Perf. Drain Pipe
Special Filter Mat'l.
Courses Thkn.-Var. 6" Norm. "4"
STA. "LN" 504+98.46 to STA. "LN" 505+00
STA. "LS" 504+00.74 to STA. "LS" 505+00
STA. 505+00 to STA. 549+21.62
STA. "LN" 549+21.62 to STA. "LN" 573+13.74
573+13.74 to STA. "LN" 584+07.00 (Taper Section)
STA. "LS" 549+21.62 to STA. "LS" 581+15.74
STA. "LS" 581+15.74 to STA. "LS" 594+85 (Taper Section)
Note: For Sur Traffic
Asph. Conc. Wear Course Class "B" Mix, Nom. Thkn.-2"
Conc. Shldr Barrier Drg. No. 2127, Type 2
Asph. Conc. Base Course Class "B" Mix, Nom. Thkn.-2"
43'
22'
12'
10'
9'
2'

S.E. CAUSEY AVE.-GLADSTONE INTCHGE. SEC. EAST PORTLAND FREEWAY HIGHWAY CLACKAMAS COUNTY				SHEET No. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-205-7(22)30:		See Index


CAL SECTIONS
Var.
2' Nom.
Variable
Conc. Shldr. Barrier
Drg. No. 2127, Type 2
18" Topsoil
Sl. 1½:1 Nom.
(For Surfacing Details Not Shown, See Section Below)
STA. 725+00 to STA. 740+00 (Taper Section)
Continuously Reinforced Portland Cement
Conc. Pvmt. Thkn. -8"
43'
22'
12'
10'
9'
Variable 140' to 100'
For Median Area Variable
(See Sheet 2A-1)
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. -6" Max.
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. -2"
Profile Grade
Sl. 0.02'/ft.
Sl. 12:1
Var. 4:1 to 6:1
-20' V.C.
Sl. 0.025'/ft.
Sl. 0.04'/ft.
Sl. 6:1 Nom.
Sl. 6:1
Sl. 2:1
Aggregate Base
Thkn. -5"
Topsoil Nom. Thkn. -6"
6" Perf. Drain Pipe
(For Location, See Plans)
Special Filter Matl.
Cement Treated Base
Nom. Comp. Thkn. -4"
STA. "LS" 643+90 to STA. "LS" 645+50 (Grading Only)
STA. "LS" 645+50 [EQUA. 696+04.66 / 694+82.74] to STA. "LS" 720+09.42
STA. "LS" 720+09.42 to [EQUA. STA. "LS" 741+98.86 / STA. 504+00.74] (Taper Section)
nly)
0+49.98
Taper Section)
5'
3'
2'
Asph. Conc. Curb
Drg. No. 2051
Sl. 4:1 Nom.
15'
Sl. 2:1
Topsoil
STA. 522+00± to STA. 566+00±
STA. "LN" 686+00± to STA. "LN" 715+00±
"LS" 688+00± to "LS" 713+00±
Conc. Median Barrier
Continuously Reinforced Portland Cement
Conc. Pvmt. Thkn. Var. 7" to 9" Over A.C. Surf.
Exist. Ground
Exist. Surf. 4" A.C. 20" Stone Base
18"
Var.
(For Surfacing Details Not Shown, See Section Above)
98.46 to STA. "LN" 505+00
STA. "LS" 504+00.74 to STA. "LS" 505+00
STA. 505+00 to STA. 549+21.62
STA. "LN" 573+13.74
4+07.00 (Taper Section)
STA. "LS" 549+21.62 to STA. "LS" 581+15.74
STA. "LS" 581+15.74 to STA. "LS" 594+85 (Taper Section)
76'
Asph. Conc. Wear. Course
Class "B" Mix, Nom. Thkn. -2"
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. -2"

Note:
For Surfacing Staging to Handle Traffic, See Sheet 2A-1

Canyonville - Glendale Jct. Section



INSERT "A"

SHOULDER RECONSTRUCTION
STA. "Ls" 104+50 To STA. "Ls" 417+00

Attachment D

8060

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 8, 1974

In reply refer to: 1041BR

NOTED
E. S. HUNTER
cc [illegible]
8-12-74

SUBJECT: Oregon Project I-5-2(78)82
Canyonville - Glendale Jct. Sec.
Surfacing of Existing Structure

FROM: G. L. Green, Division Engineer

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed the plans for membrane and surfacing of existing structures. There appears to be a conflict in Sheet 2B of the plans and pages 38 and 39 of the special provision.

Structures on which you plan to place an overlay should not be loaded above the design specified and if possible should give some safety tolerance for future maintenance leveling. We find you expect to place 2 1/2" of overlay on the structures in this section. Maximum design loading is for 2". Please review your structure overlay section for we feel that only 1 1/2" is the maximum necessary for construction. This would allow 2-3/4" lifts (3/4" "D" mix and 3/4" "E" mix) and would protect the membrane and provide an adequate skid resistant surface.

For G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
OFFICE OF
ASSISTANT STATE [illegible]

RECEIVED
STATE HWY ENGR
AUG 9 '74
REFER TO
[illegible]
FOR
Info Memo R/D DIR Sign Act File
X

#8060

FORM 8-56

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE August 6, 1974

TO MEMORANDUM TO THE FILES

FROM Art Brummitt, Senior Specifications Engineer

Art Brummitt

SUBJECT Canyonville-Glendale Junction Section
Pacific Highway I-5

The E.I.S. for the subject project and the "Lease and Sale of Road Materials" for the Martin Gravel Bar both state that the subject project requires approximately 85,000 cubic yards of aggregates. The latest computations indicate the need of approximately 106,000 cubic yards of aggregates.

AB:jh
cc: J. H. Versteeg
Gary Potter
John Oakes

jh [illegible]

8-1-74

1.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

RECEIVED
STATE HWY ENGR
AUG 9 '74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

DATE: July 22, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-5-2(-)77
Canyonville-Glendale Junction
Pacific Highway

FROM : G. L. Green, Division Engineer

NOTED
A. E. JOHNSON

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Mr. Hunter's July 18 letter requested I review my decision denying Interstate funding for correcting the AC shoulders adjacent to concrete on the subject section. Mr. Hunter feels the failure is a result of a design deficiency and therefore should be eligible for "I" funding.

Most of the shoulder failure is limited to a narrow longitudinal strip adjacent to the concrete thru lanes. The rest of the shoulder area appears in fair condition considering its age. Although some localized pit holing has occurred, most of the failure is in the form of wheel rutting. The off-set fog line has encouraged traffic to regularly use a narrow strip of shoulder. The shoulder was not intended or designed to continually carry mainline wheel loads.

GCC-J

Our Regional office informs me that other states have similar shoulder problems and correction has been considered a maintenance obligation.

It should be understood that an old or outdated design does not, in itself, justify the expenditure of Interstate funds. In the past we have allowed the use of the design deficiency concept only as one consideration in supporting extra AC overlay thicknesses.

For the above reasons I cannot change my decision to deny Interstate funds for shoulder repair adjacent to the PCC pavement on the subject project.

G. K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
JUL 29 '74
REFER TO Hunter
FOR
Info | Invest | R/D ✓ | D/R | Sign | Act ✓ | File

8-1-74
Elerstry
Can you develop
more justification?
EAH

RECEIVED
JUL 3 0 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

July 18, 1974

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

Canyonville-Glendale Junction
Pacific Highway (I-5)
Douglas County

By letter on June 12, 1974, the Oregon Highway Division requested replacement of a portion of the structurally deteriorated asphaltic concrete shoulders on the Canyonville-Glendale Junction Section of I-5. Your response 10-41-B3 dated June 17, 1974 denied FAI funding for the correction of the shoulders on this project.

The asphaltic concrete shoulders on this section of I-5 have structurally failed as evidenced by the longitudinal cracking, the rutting, and the alligatoring of the asphaltic concrete. Errors or deficiencies in the original design of the shoulder surfacing appear to be responsible for this breakup. A contributing factor is a very large increase in interstate trucking over this section of freeway as reported in the latest ton/mile reports.

As you have suggested, maintenance forces can patch the shoulders adjacent to the P.C.C. slab to alleviate any existing hazardous conditions. The shoulder stripe can be repositioned five or six inches nearer the P.C.C. pavement slab and this may help lessen the heavy truck traffic encroachment on the shoulder area. Neither maintenance patching nor moving the shoulder stripe will correct the design deficiencies in the original shoulder surfacing construction.

We recognize that maintenance of the longitudinal joint, as stated in your letter, is not eligible for Interstate funding. However, we view the problem not as maintenance but as a correction of a design deficiency. This deficiency is a result of a design practice which did not recognize the need for additional pavement strength adjacent to the P.C.C. traveled way. The necessity of providing this strength has been recognized and is being furnished on projects more recently constructed. It has also been furnished on projects where asphaltic concrete was the pavement type since 1956.

In view of the fact that current design practice acknowledges the need for structure strength adjacent to the traveled way, we request you review your decision of denying Interstate funding to correct this design deficiency.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

bc: F. B. Klaboe
A. E. Johnson
V. D. Wolfe
J. H. Versteeg

JHV:jh kmb

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 17, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-5-2(-)80
Canyonville-Glendale Junction Section
Shoulder Repair Work

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I cannot approve FAI funding to correct the shoulder joint as requested in Mr. Versteeg's letter of June 12, 1974. Maintenance of the longitudinal joint is not eligible for Interstate funding under the overlay concept.

I agree with you that the shoulder condition described in your request does constitute a real hazard to the motoring public. I suggest you take immediate action to correct this maintenance problem. Repositioning of the shoulder stripe nearer to the PCC pavement edge may help to lessen the through traffic encroachment on the shoulder area.

G.K. Hossner
for G. L. Green

REFERRED TO
______Cole______ ______[✓ Reed]______
______Erikson______ ______Sample______
______Hager______ ______Watson______
[✓ Return] ☐ Forward ☐
Discuss ☐ File ☐
BY FINAL DESIGN ENGINEER

1 Versteeg
__ A. Olson
2 Terpin T
__ Scott
3 Swenson
__ R. Olson
__ Trout R

RECEIVED
JUN 21 1974
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Recommend
Draft
R...
Being
Other

RECEIVED
ST HWY ENGR
JUN 19 '74
REFER TO
FOR

NOTED
JOHNSON

Versteeg R/D appropriate reply EK

RECEIVED
JUN 20 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Cy. 6-20-74

#8060 7-19-74 I5 Canyonville - Glendale

STATE FURNISHED MATERIAL SOURCES

General procedures used by the Oregon State Highway Division in obtaining, paying for and procuring federal participation in the cost of State-furnished material sources for use on federal-aid projects are as follows:

1. In the location stage of a project the Region office selects the source or sources which they propose for use on the project.

2. A permit of entry is secured and tests are made to determine acceptability of material.

3. Where zoning ordinances exist the necessary land use variances are secured by the Region office.

4. Determination is made as to whether the use of said sources will be mandatory or optional with the contractor. If it is to be mandatory, a request for prior approval is submitted to the FHWA.

5. Negotiations are conducted with the property owner to secure right to use source either by direct purchase of material source or by a lease agreement.

6. If material source is purchased, the value of the material is established by dividing the purchase price by the number of cubic yards or tons of material available in the source.

7. All requirements relative to development of the source, the use of materials therefrom and the withholding of amounts equal to royalty payments when applicable, are set forth in the specifications and plans.

8. All costs payable by the State are included in the anticipated additional items of cost in the engineers estimate and contract authorization.

9. After contract is awarded, the resident engineer prepares a State Force Order to facilitate accounting procedures as follows:

(a) In such cases where the State makes available to the contractor "prospective sources" which he elects to use, or where the State provides that the contractor may use one or another of two or more "mandatory sources" and when the election has been made, amounts equal to the stipulated royalty payment payable by the contractor as set forth in item 7 above will be withheld from progress payments made by the State to the contractor. The State will then use said monies to make royalty payments to the owner of the material source in accordance with the terms of the lease agreement.

(b) In such cases where the State purchases a material source and specifies its use as "mandatory", federal participation is gained by a charge to the construction contract by State Force Order and a credit to the right of way purchase prefix.

10. New procedures have recently been established by which material sources may be purchased as right of way. On projects where no other right of way is required, these procedures would require programming a right of way project with the FHWA and possibly would necessitate additional hearings and A-95 reviews to make the source eligible for federal funds.

8060 7-18-74

ERFO-284(3)

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. GREEN, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO. ITEM NO. ER-40	STATE PROJECT NO. CANYON CREEK PASS - CANYONVILLE SECTION COUNTY NAME DOUGLAS PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

7-22-74
orig. to Rulien
cy Gallagher

RECEIVED
JUL 22 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JUL 22 '74
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DATE PS&E APPROVED JULY 18, 1974	DATE AUTHORIZATION EFFECTIVE JULY 18, 1974	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 5 STATE ROUTE NUMBER PACIFIC HIGHWAY ROUTE

GENERAL LOCATION:

MILE POST 97.2

GENERAL DESCRIPTION OF WORK:

AS REQUESTED IN MR. RULIEN'S JUNE 13, 1974 LETTER IT HAS BEEN DETERMINED TO BE IN THE PUBLIC INTEREST TO CONSTRUCTION THE SUBJECT PROJECT BY FORCE ACCOUNT PROCEDURES USING STATE FORCES. YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY CONSTRUCTION ESTIMATED TO BE $10,856.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED XXXXXXXXXX XXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

PS&E DOCUMENTS AS REPRESENTED BY STATE FORCE ORDER NUMBER 1 FOR THE SUBJECT PROJECT HAS BEEN REVIEWED TOGETHER WITH ATTACHMENTS AND IS HEREBY APPROVED.

A SIGNED COPY OF STATE FORCE ORDER NUMBER 1 IS RETURNED HEREWITH.

NOTED
H.S.COULTER

DATE JULY 18, 1974	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

FORM PR-1240 REV. 6-7 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form A-165 (Rev. 3-70)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. ....

Order No. 1

Date May 19, 19 74

Section Canyonville-Azalea

F.A.P. No. ERFO-284 (3)

Highway Pacific #1

Prefix 610-4732 Account No. 144-04

County Douglas

Description of Work To Be Done: Remove debris from slide area, dress, seed and mulch, ~~reinstall~~ ~~500' R/W fence~~, repair maintenance road and channel.

Location by Station Numbers: M.P. 97.2

APPROVED EFFECTIVE DATE JUL 18 1974
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Engineering Coordinator
DATE JUL 18 1974
FEDERAL HIGHWAY ADMINISTRATION

Estimate of Quantities and Costs:

Labor	$ 6,620.00
Equipment	3,386.00
Material	850.00
Total	$ 10856.00

Explanation: A large slide adjacent to I-5 R/W spilled onto R/W on January 16, 1974. Slide created dam in Canyon Creek. High water when dam broke deposited debris and damaged channel for approximately one mile downstream. It also damaged maintenance frontage road and covered up R/W fence.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $ 10,856.00

Present estimate of project cost, including $.......... for work under this order $..........

Expected under-run / over-run (amount) $..........

Expected under-run / over-run (per cent) ....

Space to right of this line for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: .... Regional Engineer

Approval Recommended: .... For: Construction Engineer or Bridge Engineer

Approved: .... Construction Engineer

Estimate of Cost for Permanent Repairs

Labor

Canyonville Section Crew	10 days @ $350.00		=	$ 3,500.00
Extra Gang	8 days @ $320.00		=	2,560.00
Bridge Crew	2 days @ $280.00		=	560.00
				6,620.00

Equipment

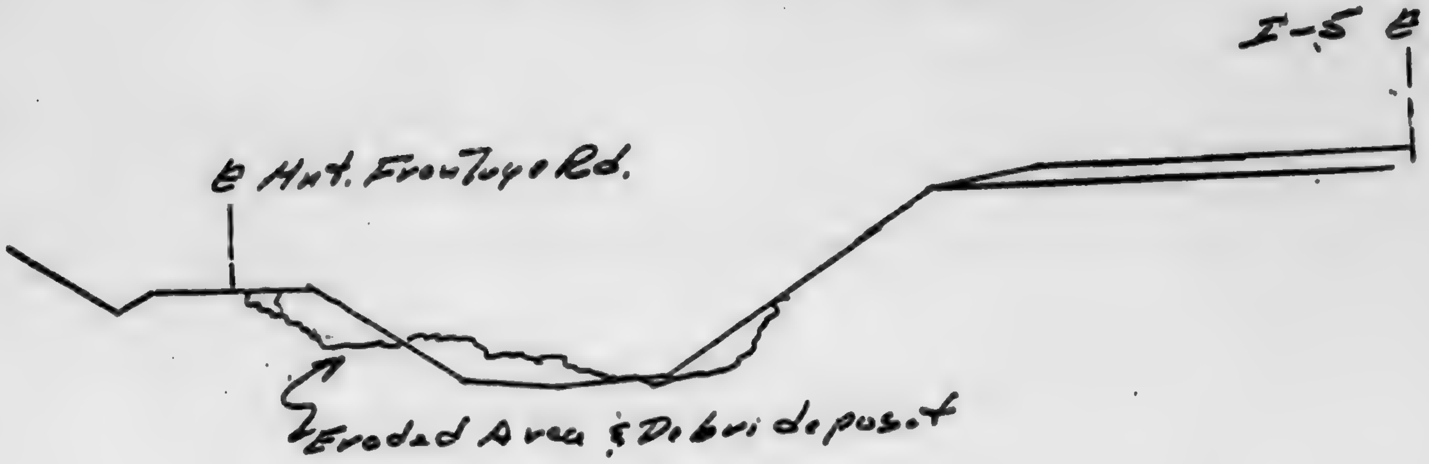
Pickups	34 shifts	@ $ 6.00	=	204.00
Small trucks	40 "	@ 27.50	=	1,100.00
Large trucks	24 "	@ 38.00	=	912.00
Loader, scoop	10 "	@ 23.00	=	230.00
Loader, Trojan	8 "	@ 40.00	=	320.00
Bridge truck	2 "	@ 30.00	=	60.00
Dozer	8 "	@ 25.00	=	200.00
Lowboy	4 "	@ 40.00	=	160.00
Backhoe	5 "	@ 40.00	=	200.00
				3,386.00

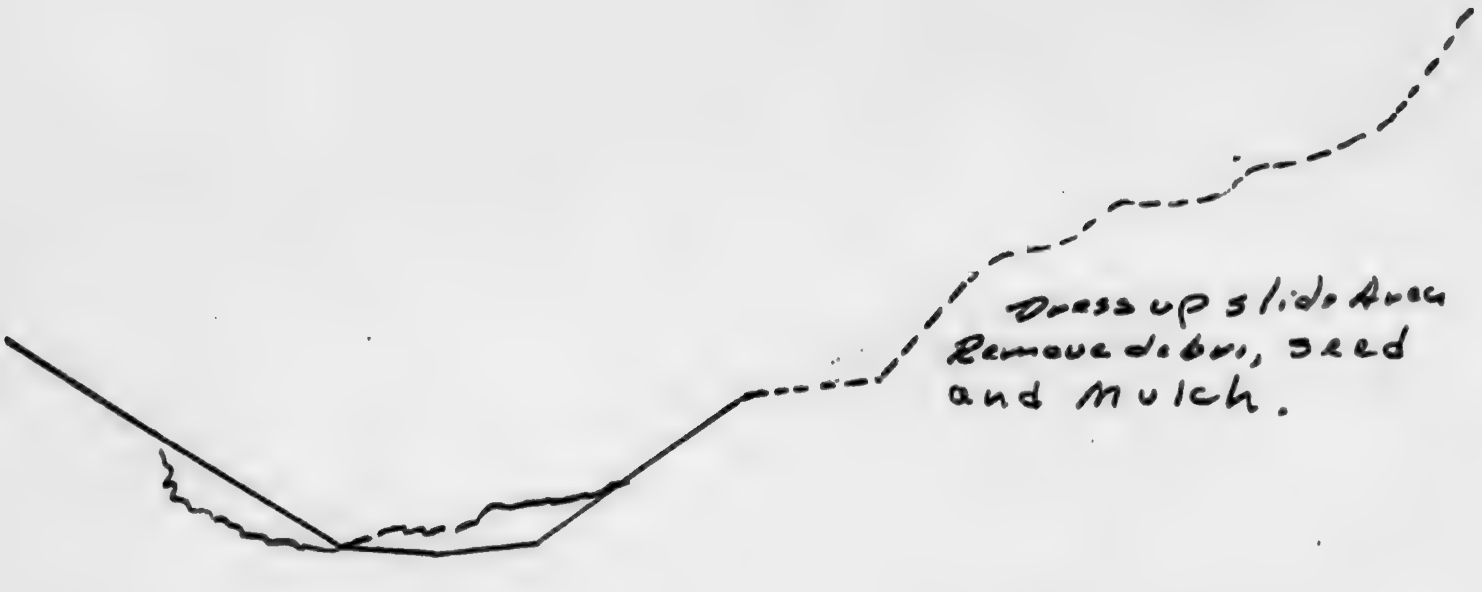
Materials

~~Type II fencing~~	~~500 lin.ft.~~	~~@ 0.50~~		~~250.00~~	
Concrete	5 yards	@ 50.00	=	250.00	
Class "C" A.C.	50 tons	@ 10.00	=	500.00	
Misc. (saw chains, rebar, etc.)			=	100.00	
				~~1,100.00~~	850

TOTAL	$ ~~11,106.00~~	10,856

Typical Section
Cut Slide MP 97.2
Pacific Hwy #1
Canyonville-Azalea Section
Prefix # 610-4782-144-04





8060

Form DOT.VA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 16, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-5-2(-)81
Canyonville-Glendale Section
Pacific Highway
Mandatory Material Source - Martin Bar

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur with Mr. Versteeg's July 11 letter requesting that Martin Bar be designated a mandatory material source for the subject project.

I feel the use of mandatory or planned sources will become increasingly necessary in order to properly evaluate all significant environmental impacts.

In the past, for economic reasons, we have left these matters up to the contractor. However, with the advent of NEPA significant construction operations off the right of way must be considered in the engineering design and addressed in the environmental impact statement.

The State's additional engineering effort to locate, test and option satisfactory sources should be more than offset by a reduced contractor's engineering effort and risk.

for G. L. Green

RECEIVED
STATE HWY ENGR
JUL 19 '74
REFER TO
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FOR

Info	Inves	R/D	D/R	Sign	Act	File
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RECEIVED
JUL 22 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Copy to Versteeg
7-23-74 Gary Potter

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 11, 1974

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Canyonville-Glendale Section
Pacific Highway
Douglas County

NOTED
E. S. HUNTER

Dear Mr. Green:

It is proposed to make the Martin source on Cow Creek the mandatory material source for the subject project. It is believed to be in the public interest to do so and the following reasons are offered in support of this decision.

1. It is the only readily available source for the project. Another quarry site is available westerly of Station 400 but it is undeveloped and would require considerable expenditure of money and fuel energy to open up. This cost would not be experienced at the Martin source.
2. Access to the freeway during construction is more easily and safely obtained at the Martin source than the quarry. Access to the quarry is in an area of steep grade and sharp curvature contributing to poor sight distance.
3. The environmental impacts associated with a mandatory site are more easily assessed and plans can be developed to eliminate or reduce those having an adverse effect. In the case of the Martin source, Cow Creek, in the 1974 flood, left its channel and cut a new one. In the process of removing the material it is planned to restore the creek to its former channel. This proposal has been endorsed by the adjacent property owners, the local drainage district, the Douglas County Water Resources Board and the local Wildlife Commission representative.

RECEIVED
JUL 12 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

We ask that you concur in the decision to make the proposed material source mandatory.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E. Terpin
Frank E. Terpin
Final Design Engineer

FET:we
bc: E. S. Hunter
L. W. Rulien
A. E. Shirley
G. A. Potter
C. G. Swenson
W. E. Cole

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 15, 1974

TO G. L. Green
Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Canyonville-Glendale Junction Section
Pacific Highway I-5
Douglas County

This negative declaration precedes our request for location and design approval of the subject project.

LOCATION AND DESCRIPTION OF PROJECT The northern terminus of the project section is approximately 2,000 feet north of the S.W. 1st Street overcrossing in Canyonville. The southern terminus is approximately 3,000 feet north of the Glendale Junction Interchange. The project section covers 17.48 miles. The original construction of the project section of Pacific Highway I-5 was completed in 1967.

This proposed project provides for the roadbed to be repaved with two inches of asphalt-concrete base course and one inch of skid-resistant asphalt-concrete overlay. Safety improvements consist of the following measures: installing safer median barriers, including precast concrete barriers and current standard metal median barriers; strengthening and improving the safety of gaurdrails through the addition of posts and blocks, brush rails, safety approach ends and buried approach ends; raising the guardrail to match the new road surface; and equipping non-standard road signs with breakaway supports.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Median and back slope stabilization, installation of guardrail connections at creek and intersection overpasses, riprapping the footings of the Cow Creek overpasses (northbound and southbound) and associated minor channel realignment, upgrading of the dikes adjacent to the bridge structures at Cow Creek and Quines Creek and the installation of a rock-lined ditch section, catch inlets, and grouted rip-rap along the northbound lanes of Canyon Creek Pass, will be accomplished under Emergency Repair funds in conjunction with the road improvement project.

PURPOSE OF THE PROJECT The purpose of the project is to upgrade the roadway so that it will meet current design and safety standards. Studies show that some existing road safety features have, in certain instances, proven to be hazardous to motorists traveling at highway speeds. Improved design will reduce injuries and damages received as a result of impact with median barriers and guardrails, permit safer recovery from skewed impacts, and enable guardrails and barriers to better attenuate the impact of heavy vehicles. Breakaway sign supports will diminish damage to vehicles and reduce impact-caused injuries.

Slope stabilization will minimize erosion along the highway right-of-way and enhance the appearance of the roadway. The improvements at Cow Creek and Quines Creek crossings will offer greater protection against floods and insure longer-lasting facilities and structures.

EXISTING ENVIRONMENTAL SETTING From the northern terminus of the project, the freeway passes through the western edge of Canyonville. A small residential area lies along the west side of the freeway in the vicinity of S.W. 1st and 5th Streets. Leaving Canyonville southward, the freeway enters a steep-sided canyon that extends approximately eight miles to Canyon Creek Pass. This canyon, along with many smaller side canyons, is host to the headwaters of Canyon Creek, which competes with the highway for space on the narrow canyon floor.

The slopes outside of the cleared right-of-way are covered with second-growth conifers. The understory consists of shade-tolerant brush.

South of Canyon Creek Pass, the higway descends into a rural valley that encompasses the upper reaches of Cow Creek. Residential housing within the section of the valley traversed by the freeway is primarily clustered along the original highway. This road skirts the northern end of the valley and serves the communities of Azalea and Glendale Junction and the farm homes scattered about the valley floor.

DISCUSSION OF ENVIRONMENTAL IMPACTS Construction of the proposed project will require personnel and equipment to be on the travelways and will result in periodic disruptions of traffic. Standard signing, flagging, and illumination will provide maximum safety and guidance for motorists and should minimize the inconvenience of construction.

No additional right-of-way is required for the proposed project. Existing right-of-way affected by construction will be reseeded and replanted to control erosion on embankments.

Traffic patterns, volumes, and speeds will not significantly change as a result of this project, and therefore no impacts on ambient air quality and noise are anticipated.

The intended source of aggregate materials for this project is the Martin Bar Gravels, which lie in the channel of Cow Creek. The gravel source is located west of the roadway, approximately one-half mile north of the Glendale Junction Interchange. In conjunction with the gravel excavation, a realignment of the Cow Creek channel is proposed to control severe bank erosion which has occurred at this location.

Cow Creek, which is a tributary of the South Umpqua River, occupies a highly erratic channel. As a result of flood flows, two land owners have lost considerable stream-front property. During the flood of January, 1974, one owner lost part of his orchard, and his barn will be threatened by any further erosion. Stream-front land owners have formed a local drainage district (Cow Creek District Improvement Company) and have expressed their desire to realign the Cow Creek channel in a pre-1974 course in order to protect their property. The channel realignment would be accomplished by cutting off several stream meanders which developed as a result of the January floods. The U. S. Soil Conservation Service, State Water Resources Board, and Oregon Wildlife Commission have informally reviewed realignment plans and have tentatively approved them. The channel realignment will have no significant detrimental effect on the stream, either upstream or downstream of the project section.

Cow Creek is a winter steelhead and coho salmon spawning stream. Sea-run cutthroat, resident rainbow and cutthroat, and various rough fish such as chubs, suckers, and dace, also occupy the stream. During the summer months extremely low flows are present, with accompanying low-oxygen, high-temperature problems, particularly at the location of the gravel bars. It would be highly undesirable to further aggravate this situation. The channel realignment plan includes reduction in the meander amplitude rather than complete elimination of this feature. If the realignment is carried out in this manner, a suitable pool-riffle ratio, necessary for fish spawning and rearing, should be maintained.

The realignment plan provides for diking each meander, excavation of the new channel, and diverting creek waters into the channel. No construction equipment will enter the new channel after it is filled with water. The new channel will contain gravels suitable for continued fish spawning and rearing.

The realignment plan also calls for routing the new channel past vegetation wherever possible. The present channel has little streamside cover, which contributes to its water quality problems of low oxygen, high temperatures, and high evaporation rates. Routing the channel to take advantage of existing vegetation will improve Cow Creek water quality from the standpoint of water flow, oxygen and temperature.

Short-term adverse impacts associated with construction, particularly increased turbidity and suspended sediments, will occur. Diking the channel during mining will minimize this problem, although temporary turbidity will result when the water enters its new channel.

Water velocity increases will result from the channel changes; however, since the new channel will be slightly meandered instead of perfectly straight, velocity increases will be kept to a minimum. The greatest increase in water velocity will be absorbed by riprap located on the west side of Interstate 5, at the east end of the meander. Dowstream erosion problems should therefore be minimized. With the change in velocity in the channelized section, some minor upstream erosive effects might occur until the stream readjusts its equilibrium.

In order to maintain the new channel alignment, the banks will be armored either with riprap or with large logs anchored by steel cables. Some of the logs will be positioned along the stream bank and will act as groins in order to enhance pool formation for improved fish habitat. Future bank protection will be the responsibility of the local drainage district rather than the Highway Division.

Cow Creek State Park is located adjacent to the proposed material source, but will not be adversely affected by the material excavation or channel realignment. One bar (No. 1) above the park and three bars (No. 3-5) below the park will be used to extract a total of 86,000 cubic yards of material. While a sizeable quantity of material will be removed from Bar No. 1 (30,940 cu. yds.), it will be taken from above the low-water mark, and no riparian vegetation will be removed. No channel change will be made in this section. Therefore, downstream erosive effects on the park will be minimal or even reduced somewhat, since the creek course will subsequently tend to move towards the west bank and away from the east bank, upon which the park is located.

An alternate material source is Wilken Quarry, a state-owned, undeveloped quarry site located in the northwest quarter of Section 26, Township 31S, Range 5W WM, which is 3.8 miles north of Azalea and .65 mile west of the Pacific Highway (I-5). The quarry site, or any operations therein, cannot be observed from the roadway. The quarry area is on an approximate 1-3/4:1 slope. The ground from the toe of the quarry to Pass Creek, the area which would be used as a plant site, is reasonably level, having a slight slope toward the creek. Overburden material from the quarry will be used to level the plant site area.

The cover in the quarry area is medium to heavy, composed mostly of deciduous trees with a few evergreens. The plant site area is clear except for some small trees and brush. Should the quarry be developed, a border of trees will be left along the creek bank. The creek should not be affected by operation of the processing plant.

A logging road that runs from the Pacific Highway to the quarry site would need to be improved for use as a haul road. When the quarry is exhausted, the land can be reclaimed by planting native vegetation.

Information concerning the quality and quantity of materials at Wilken Quarry is not available at this time. The quarry cannot be developed in time for use on this project.

If the contractor elects to use a source other than the state-recommended source, he must comply with the following supplement to Oregon Standard Specifications for Highway Construction (Section 106.05. "General Requirements Concerning Sources of Borrow and Aggregate"):

> Prior to starting any work in a contractor furnished source, the contractor shall furnish to the engineer copies of approved permits from the Department of Geology and Mineral Industries and the Division of State Lands, an approved land-use permit from the local agency or agencies having jurisdiction over land use in the area, and a plan for operation in and reclamation of the source which has been approved by the State Highway Division.

The criteria for the approval or disapproval of the contractor's proposed operation and reclamation plan, as above required, will be based on whether or not the contractor's proposed plans are in conformance with the intent and spirit of all laws, statutes, ordinances, rules and regulations covering the protection of the environment, as interpreted by the State Highway Division.

Riprapping of the footings at the Cow Creek overpasses is necessary to repair damage incurred during the flood flows of winter 1973-1974. Material was scoured out from around three bent footings, and a small amount of riprap was lost from under the west bank of the stream.

Repair measures include excavation of silt from around two bents and back-fill of rock over the three damaged bent footings at or below the existing streambed elevation. Additionally, the dikes located upstream of the structures will require a small amount (200 to 300 cubic yards) of additional riprap.

All repair activities will be conducted between June 15 and October 15, the low-water period, when anadromous fish are not migrating or spawning. Also, an effort will be made to assure that the low-oxygen, high-temperature problems of this stream will be aggravated as little as possible, in order to protect juvenile salmonids and resident fish. Protection of streamside trees downstream of the structures will be important in providing resident fish with some relief from high water temperatures. The erection of a gravel berm around the excavation area will effectively minimize water quality degradation which will occur during repair. Water quality degradation will occur mostly in the form of turbidity and downstream bottom siltation. Also, equipment use in the channel will be kept to an absolute minimum.

Under the provisions of Federal Highway Administration Instructional Memorandum 50-1-70, paragraph 2(a), and according to the subsequent working agreement (May 1, 1970) between the State Clearinghouse and the Oregon State Highway Division, this project--because it is a safety project--is exempt from A-95 review. Therefore, a Notice of Intent will not be submitted to the State Clearinghouse.

BASIS FOR NEGATIVE DECLARATION It is the conclusion of the Oregon State Highway Division that implementation of the proposed project will not constitute a major action, as defined in Federal Highway Administration Policy and Procedure Memorandum 90-1, in that the project will not significantly change traffic patterns or traffic volumes or have a significant impact upon the social or natural environment of the project area.

Your concurrence is respectfully requested.

Endorsement to the Oregon State Highway Division

CONCUR________ DATE 7-24-74
for Division Engineer

JT:sz

Attachment

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
Al Shirley

GAME COMMISSION

SOUTHWEST REGIONAL OFFICE

3140 N.E. STEPHENS • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

June 24, 1974

Mr. Al Bates
Oregon State Highway Engineer
1523 S. E. Cobb
Roseburg, Oregon 97470

Dear Al:

After reviewing on-the-ground conditions, your original plan of gravel removal and now the proposal from your hydrolics people for the Martin site on Cow Creek, I would lean torward the hydrolics people's channel change.

I question the desirability of that portion of your development plan that states reject material will be placed back into the stream to help prevent erosion. This material would be better placed above high water.

The development plan reads that there will be several stream crossings necessary. I thought that if work progressed from downstream in moving the channel only one stream crossing was necessary.

With the above clarifications I believe the general plan for development of the W. F. Martin property on Cow Creek is acceptable and can move forward in obtaining necessary permits.

Sincerely yours,

Jerry A. Bauer
Aquatic Biologist
Umpqua River Studies

JAB:c

cc: J. E. Lauman

GAME COMMISSION

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Jerry A. Bauer
Aquatic Biologist
Umpqua River Studies

JAB:c

cc: J. E. Lauman

DOUGLAS
COUNTY

WATER RESOURCES SURVEY

1144 S.E. DOUGLAS, ROSEBURG, OREGON 97470
TELEPHONE 503/672-3311 EXT. 56 OR 57

June 20, 1974

Dear Mr. Bates:

To answer your question on Cow Creek between River Mile 44 to 45.5, first I would like to point out the area from R.M. 55 below Glendale to 54 above Azalea has an unusually heavy amount of sand and gravel with the 1974 bed load. This caused heavy buildups on turns and behind debris that caused extremely heavy damage to vegetation, banks, and fields in this area. To get back to the area between R.M. 44 to 45.5, this area has changed some in the past and the people who live there have tried to stabilize it by building an earth dike that did not hold. It was washed out under the bridge in 1974.

The center pier had to be repaired so I checked with the County Engineer and showed him the proposed plan to put the creek back to the old channel. He said there would be no problem by putting it back to the old channel and said to go ahead.

If the gravel is removed, this will give the creek more room to flow. It will straighten it out adding a little velocity that will hit the riprap and rock wall on the left bank above the bridge and follow on down. I don't anticipate any damage as it has a long curve to dissipate the energy on before it gets to more erodable material. By returning the channel, this will keep it between trees giving it more shade. That will help the quality of the water.

I have met with the Cow Creek Improvement District. They have agreed to work with other agencies to improve the banks and later on develop water. The first place they figured on working on was this area as it threatens their homes during high water and if it goes much further, a high water could cut across with a new channel destroying property and endangering life, as Cow Creek did this under similar conditions 10 miles upriver during the 1974 Flood leaving the creek cutting a new channel 90 feet wide and 900 feet across a field before returning to the creek.

The bank will continue to wash at low and medium stages whether we get high water or not as it is undercutting and undermining the bank and could wash the highway as the ~~[illegible]~~ curve in the loop bends back it will be above the highway riprap.

If you have further questions or I can be of further help, feel free to call.

Yours truly,

Berl R. Oar
Assistant Coordinator

BRO/ge

June 17, 1974

State Highway Department
State of Oregon
Roseburg Oregon

Attention: Al Bates

Property affected by the proposed channel change are all members of the Cow Creek District Improvement Company.

They hereby state that they have no pumping rights on Cow Creek, and have no objections to its being returned to its old channel.

Sincerely,
W.F. Martin
W.F. Martin
Chairman of the Board of Directors

#8060

FORM

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE July 15, 1974

TO MEMO TO THE FILES

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

SUBJECT Canyonville-Glendale Junction Section
Pacific Highway
Douglas County

2

ch copy

A meeting was held July 12 to discuss problems associated with the mandatory materials source for the subject project.

Those attending were Frank Terpin, Dick Dorn, George Sanford, Steve Macnab, Art Bollinger, Art Brummitt, George Ramjoué, Dennis Johnson, and Jeff Tross.

1. Bollinger reported Region III's concerns about Sheet 2K (material source) and the property owners involved with the channel change near Bar No. 5. Channel slopes and Groyne details were also discussed along with the time element concerning channel work.

2. Frank Terpin talked on the telephone to Bobby Johnson during the meeting. Johnson says the channel can be shifted to stay off property not owned by Martin.

3. There is a probable October 15 deadline for Fall work on the channel change and groyne placement because the Fish Commission will not approve work after this date.

4. Decisions:

    A. Johnson to get Permit of Entry to plug old channel between Bar No. 4 and Bar No. 5.

    B. Sanford:

        (1) Move channel and groynes east as shown on Sheet 2K to miss section line 35-36 (Property Line).

        (2) Change inside channel slope to "Var. 2:1 to 6:1". (Bar No. 5 only)

(3) Change four feet minimum Deadman depth to eight feet.

(4) Show a third Deadman for each Tree Trunk Groyne.

(5) Indicate in "Note" on Sheet 2K, concerning Tree Trunk Groynes that most of the Tree root system is to be removed.

(6) Leave Groyne spacing at 75 feet maximum (a 1:1 ratio, length to width).

C. Groynes to be placed by Contractor instead of Martin.

D. Dorn to contact John Oakes about possible changes in the Martin option for sale of Road Materials and Easement. (Brummitt had information that a change is pending)

E. Method of stockpiling excavated channel material is the responsibility of the contractor.

5. Environmental representatives stated that none of the above changes will affect the Environmental Impact Statement.

FET:we
cc: W. E. Cole
e Steve Macnab
Art Bollinger
Art Brummitt
George Ramjoué

#9060

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 15, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Canyonville-Glendale Section
Project No. I-5-2(78)82

We are requesting participation in the royalty to be paid in connection with the Martin gravel source based on the "Option for Sale of Road Material and Easement" signed June 6, 1974. Our estimate is to use 85,000 cu. yds. of crushed material at 20 cents per cu. yd. with payment to be based on actual quantities incorporated in the project.

We feel this price is fair and equitable as justified in Mr. Terpin's July 11, 1974 request to you to have the Martin source made a mandatory source in the contract specifications.

Attachments

cc: E. S. Hunter
J. H. Versteeg
A. Shirley
C. G. Swenson
R. N. Chase

8060

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 15, 1974

TO MEMO TO THE FILES

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

SUBJECT Canyonville-Glendale Junction Section
Pacific Highway
Douglas County

NOTED
E. S. HUNTER

I was notified today by John Oakes that the lease-royalty agreement with Mr. Martin for the material source on the subject project contains language that Jack Sollis finds unacceptable.

Mr. Sollis is writing a new agreement.

Mr. Oakes is doubtful that Mr. Martin will sign the new agreement in time for the project to be advertised for the special bid opening in August.

It is proposed to delay the advertising of the subject project until such time as the agreement is signed.

FET:we
cc: E. S. Hunter
A. E. Shirley
L. W. Rulien
John Oakes
C. G. Swenson
W. E. Cole

RECEIVED
JUL 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8060 7-15-74

TRANSACTION NUMBER 7-26

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 7-15-74
BY (Signature): L. W. RULIEN'S JULY 9, 1974 LETTER
TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. _____ THRU _____
STAGE 2 ITEM NOS. 791 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
791	I-5-2(78)82	17.48	5,086,600	4,693,400

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
CANYONVILLE-GLENDALE JUNCTION SECTION. DOUGLAS COUNTY - STATE OF OREGON	GRADE, DRAIN, HIGH TYPE PAVEMENT, SIGN & GUARDRAIL.

RECEIVED
STATE HWY ENGR
JUL 16 '74
REFER TO

REMARKS (Division)

RECOMMENDED
DATE:
SIGNATURE AND TITLE:

APPROVED
DATE: 7-15-74
SIGNATURE AND TITLE: Henry V. Lienert
for G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM [illegible]
(Rev. [illegible]-71)

Orig. to State
Copy to Files 7/15/74

GPO 915 190

July 9, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-2(78)82

We are forwarding program data for one Interstate project, Item No. 791, Project No. I-5-2(78)82, "Canyonville-Glendale Junction Section", which we desire to have included in the Federal-aid Interstate Program.

Projects ER-234(1) and LRFO-234(3) lie within this project and will be included in the same contract with this project. It is our present intention to receive bids for this project on August 29, 1974.

The project is exempt from State Clearinghouse and District 6 Clearinghouse A-95 review under working agreements dated April 28, 1970 and May 28, 1971, respectively.

The environmental statement is being submitted as a separate action under the provisions of PPM 90-1.

Public hearings are not required for this project under provisions of paragraph 6c of PPM 20-8.

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and

Operational Practices Related to Highway Safety", constitutes design approval for minor safety improvement work. Therefore, design approval for the safety work is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

Also, under memorandum of April 5, 1974, FHWA approved a 2-inch asphalt concrete stage overlay and a 1-inch open-graded plant-mix seal.

The project qualifies as a "Safety Improvement Project" under the provisions of paragraph 4b(2) of PPM 21-16 as the work, other than the overlay, is for the correction of roadside features identified as hazardous in the AASHO report, "Highway Design and Operational Practices Related to Safety".

JG:bb

Enc.

Budget Bureau No. 41-R2867;

FORM PR-1
(REV. 4-61)

7-9-74

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.		
DATE SUBMITTED TO W.O.		

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	I-5, Canyonville S. 17.48 mi.	ADT	9,600	17,000	94	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FA ROUTE NO.	HWY AGCY	FA CL. ADMIN.	SA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	Gr., Dr., H.T. Pave., Sign, G-rail								I-	5-2

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME			
4	Interstate	Douglas			019
	NAME OF URBAN AREA	ROUTE NO. I	FEDERAL-AID	STATE	U.S.
	--		I-5	1	I-5

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		I-5, Canyonville S. 17.48 mi.					
5					ROW							
5					CONST (CODE) (Safety)		"Canyonville-Glendale Jct. Section"	17.48	5,086,600	4,693,400	393,200	

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	1			17.48	5,086,600	4,693,400	393,200	
		PROGRAM APPROVAL DATES						

REMARKS
Additional Data: Item Nos. 378,
Project Nos. I-5-2(41), (44), (4
respectively.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
REV. 4-61

7-9-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (48 typewriter spaces) I-5, Canyonville S. 17.48 mi.	ADT	PRESENT 9,600	FUTURE 17,000	YEAR 94	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 342	ITEM NO. 791

OSED WORK (30 typewriter Pave., Sign, G-rail	NATL. FOREST					EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) I-	NUMBER 5-2	SEQ. NO. (78)	I. Projects Only POST MI. DESIG. 82

UNDS: Interstate

COUNTY NAME: Douglas
CODE: 019

ROUTE NO. I
FEDERAL-AID: I-5
STATE: 1
U.S.: I-5

PROGRAM STAGE: ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5, Canyonville S. 17.48 mi.						Gr.,dr., & overlay with AC pave., 4-12' lanes with 10'R & 6' min. L shldrs., 16' min. median. Safety revisions of roadway slopes, signs, guard-rail, median barrier, minor drainage strs. & other appurtenances.
ROW								
CONST (CODE) (Safety)		"Canyonville-Glendale Jct. Section"	17.48	5,086,600	4,693,400	393,200		ROW-300' min.; Access control-full; Parking restrictions-complete.
D BY		PROJECT TOTALS	17.48	5,086,600	4,693,400	393,200		

APPROVAL DATES

REMARKS
Additional Data: Item Nos. 378, 383, 391, 392 & 735; Project Nos. I-5-2(41), (44), (46), (47) & (74), respectively.

-OVER-

USCOMM DC 48000-P61

Budget Bureau No. 41-R2067; Approval Expires February 2?, 1966

FORM PR-1
REV. 4-61

7-9-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
I-5, Canyonville S. 17.48 mi.	ADT	9,600	17,000	94	10	Oregon	41	042	791

OSED WORK (33 typewriter	NATL. FOREST	[illegible]	[illegible]	[illegible]	[illegible]	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Pave., Sign, G-rail								I-	5-2	(78)	82	

PROJECT NUMBER

UNDS: Interstate

COUNTY NAME: Douglas CODE 019

ROUTE NO. I — FEDERAL-AID: I-5 — STATE: 1 — U.S.: I-5

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5, Canyonville S. 17.48 mi.						Gr., dr., & overlay with AC pave., 4-12' lanes with 10'R & 6' min. L shldrs., 16' min. median. Safety revisions of roadway slopes, signs, guardrail, median barrier, minor drainage strs. & other appurtenances.
ROW								
CONST (code) (Safety)		"Canyonville-Glendale Jct. Section"	17.48	5,086,600	4,693,400	393,200		ROW-300' min.; Access control-full; Parking restrictions-complete.
		PROJECT TOTALS	17.48	5,086,600	4,693,400	393,200		

D BY

APPROVAL DATES

REMARKS
Additional Data: Item Nos. 378, 383, 391, 392 & 735; Project Nos. I-5-2(41), (44), (46), (47) & (74), respectively.

-OVER-

USCOMM BUSC-DC

CANYONVILLE-GLENDALE JCT. SECTION
PROJECT NO. I-5-2(78)82

REMARKS: continued

Project Data: The work consists of (1) grade, drain and overlay with asphalt concrete pavement the existing facility consisting of four 12-foot lanes with 10-foot right and 6-foot minimum left shoulders and 16-foot minimum median; (2) safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrail, median barrier, minor drainage structures and other appurtenances.

Data for PR-37:

	Type Code	Description	Approx. Mi.	Est. Cost
Roadway:	6201	A.C.	11.56	
	9672	A.C. & P.C.C.	5.92	
				$3,473,600
Safety:	Y002	Traffic Signs		33,700
	Y007	Minor Structures		50,700
	Y101	Guardrail		1,528,600
		Total Est. Cost		$5,086,600

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 6 Clearinghouse A-95 review under the provisions of working agreements dated April 28, 1970 and May 28, 1971, respectively.

PPM 90-1 Requirements: Environmental statement being submitted as a separate action.

Public Hearings: None required under paragraph 6c of PPM 20-8.

Design Approval: FHWA, under memorandum of April 5, 1974, approved a 2-inch asphalt concrete stage overlay and a 1-inch open-graded plant-mix seal.

FHWA has indicated in previous
of the standards recommended i
tion of February 1967, "Highwa
Related to Highway Safety", co
work of this type. Therefore,
is considered given prior to J
current PPM 20-8.

Unusual Circumstances: It is
this project will require the
gate source sites for all or a
needed for the construction of
source sites are specified, ju
site or sites will be submitte

NOTE: (1) Projects ER-284(1)
ect and will be in
project.

(2) On-the-job trainee
7-2(2), on this pr
stage and the numb

(3) The seven items as
IM 20-4-72 that ar
will be covered in

(4) This project is in

)NVILLE-GLENDALE JCT. SECTION
PROJECT NO. I-5-2(78)82

work consists of (1) grade, drain and overlay te pavement the existing facility consisting es with 10-foot right and 6-foot minimum left ot minimum median; (2) safety revisions to terstate standards the roadway slopes, signs, arrier, minor drainage structures and other

Description	Approx. Mi.	Est. Cost
A.C.	11.56	
A.C. & P.C.C.	5.92	
		$3,473,600
Traffic Signs		33,700
Minor Structures		50,700
Guardrail		1,528,600
Total Est. Cost		$5,086,600

ents: Exempt from State Clearinghouse and house A-95 review under the provisions of work- ed April 28, 1970 and May 28, 1971, respectively.

nts: Environmental statement being submitted as

ions required under paragraph 6c of PPM 20-8.

FHWA, under memorandum of April 5, 1974, approved ncrete stage overlay and a 1-inch open-graded

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the yellow book, AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety", constitutes design approval for safety work of this type. Therefore, design approval for the safety work is considered given prior to January 18, 1969, the effective date of current PPM 20-8.

Unusual Circumstances: It is possible that the specifications for this project will require the contractor to utilize mandatory aggregate source sites for all or a portion of the aggregate material needed for the construction of the project. If mandatory aggregate source sites are specified, justification for mandatory use of the site or sites will be submitted as a separate action.

NOTE: (1) Projects ER-284(1) and ERFO-284(3) lie within this project and will be included in the same contract with this project.

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(3) The seven items as set forth in paragraph 4b of IM 20-4-72 that are applicable to the proposed project will be covered in the environmental statement.

(4) This project is in Congressional District No. 4.

8060

7-3-74

TRANSACTION NUMBER 7-11

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-3-74

BY (Signature): L. W. RULIEN'S JUNE 19, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS ER-1974

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 40 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
40	ERFO 284(3)	1.58	100,809	100,808	LOCATION: CANYON CREEK PASS - CANYONVILLE SECTION I-5 MP 90.3 TO 91.7 AND 97.2 DOUGLAS COUNTY-STATE OF OREGON. WORK: PRELIMINARY ENGINEERING TEMPORARY & PERMANENT FLOOD REPAIR.

Hunt

REMARKS (Division)

I CONCUR THAT THE NEGATIVE DECLARATION FOR EMERGENCY RELIEF PROJECTS RECEIVED MARCH 26, 1974 AND CONCURRED IN BY FHWA-OREGON DIVISION APRIL 2, 1974 APPLIES TO THE SUBJECT PROJECT AS PROGRAMED.

NOTED
E. S. HUNTER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		7-3-74	G. L. GREEN, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-[illegible]
(Rev. 8-71)

GPO 915-

#8060 7-3-74

FROM DIVISION OF ST[illegible] LANDS

Preliminary
ATTACHMENT "A"

Cow Creek
Douglas County
Highway Job No. 96
Canyonville-Glendale Jct. Sec.
Pacific Highway

Special Conditions checked apply to Material Removal Permit No. 1574

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. ________ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase ( ) of 5 JTU's over background (x) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. (x) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be ( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by ____________.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED (x) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ( ) ____GRASS ____SHRUBS ____TREES SHALL BE PLANTED prior to ________ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(x) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (x) OPERATION OF EQUIPMENT shall be done in the active flowing stream from October 15 - June 15 without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of ____________ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [________ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(x) 9. Spoils, stockpiles, and ~~other~~ waste materials shall be placed (x) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(x) 10. Existing streamside vegetation shall be protected.

(x) 11. The stream flow may be diverted within the stream bed.

(x) 12. The Division of State Lands retains authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

July 3, 1974

This only covers the bridge
repair - Not the Cow Creek
Gravel Source area DLT

#8060

WILDLIFE COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
FRANK A. MOORE, Chairman
DAN CALLAGHAN, Member
MRS. ALLEN BATEMAN, Member
ALLAN L. KELLY, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
Wildlife Director

cc: E. S. Hunter
L. W. Rulien
W. J. Hart
Robert E. Royer
George Wills
C. G. Swanson
F. E. Terpin
D. L. Trout
A. E. Shirley (2)

cc's sent 7-5-74

I-5

118+

July 2, 1974

Oregon State Highway Division
& J. H. Versteeg
Road Design Engineer
State Highway Building
Salem, Oregon 97310

Dear Hal:

The Wildlife Commission has reviewed the Canyonville-Glendale Junction Section through the Division of State Lands fill/removal permit process (RP-1574). Attached please find this agency's comments to the DSL.

If I may be of any further assistance, please call.

Sincerely,

Jim Lauman

Jim E. Lauman, Biologist
Environmental Management Section

Attachment
cc Fish Commission of Oregon
Jerry Bauer

JEL:lo

L ✓
P. Olson
Trout KC

This covers only the bridge repair — Not the Cow Creek gravel source DLT

Date 6-27-74

ORS 541.605 et seq.

County Douglas

River Cow Cr.

Name of Applicant Oregon Highway Division

State Permit No. 1574   Corps of Engineers PN. No. ________

(✓) new   ( ) renewal

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. ________ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(✓) 2. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase ( ) of 5 JTU's over background (✓) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(✓) 3. (✓) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by ________.

(✓) 5. ( ) DIKES SHALL BE CONSTRUCTED (✓) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ( ) ___ GRASS ___ SHRUBS ___ TREES SHALL BE PLANTED prior to ________ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(✓) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (✓) OPERATION OF EQUIPMENT shall be done in the active flowing stream from [illegible] - [illegible] 15 without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of ________ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [________ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(✓) 9. ~~Spoils, stockpiles, and other fill~~ Waste materials shall be placed (✓) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Special Conditions:

(✓) 10. [illegible]

✓ [illegible]

( ) 11. The DEQ [illegible]

Return to: Division of State Lands
502 Winter Street NE.
Salem, Oregon 97310

Agency [illegible]

-31-02-7.

8060

4

June 19, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. V. Rulien
Project Management Engineer

SUBJECT Program Data Submission
1974 Emergency Relief

We are submitting program data for Item 40, Project No. ERFO-284(3) for the Canyon Creek Pass-Canyonville Section of the Pacific Highway which we desire to include in the Federal-aid Emergency Relief Program occasioned by the January 1974 storms.

P.S. & E. documents for the contract work in the amount of $61,000.00 will be sent during the month of June with a P.S. & E. request for authorization to proceed at the end of June.

The title sheet plan will be submitted with the project agreement.

DAR:js

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO D.O.

FORM PR-1 (REV. 4-61)

6-19-74

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) I-5 Canyonville S. 1 mi. - S. 6.9 mi.	ADT	PRESENT 10,200	FUTURE 15,300	YEAR 94	REGION 10	STATE NAME Oregoı
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) PE Temp. & Perm. Flood Repair	NATL. FOREST	[illegible]	[illegible]	EMERG. YR. 74-1	PL. AUTH YR.	PREFIX LETTER(S) ERF	
CARD	CLASS OF FEDERAL FUNDS Emergency Relief				COUNTY NAME Douglas			
	NAME OF URBAN AREA				ROUTE NO. I	FEDERAL-AID I-5	STATE 1	

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS
5					PE		I-5 Canyonville S .1 mi to S. 6.9 mi.	1.58	200	200	
5					ROW		(MP 90.3 to MP 91.7) (MP 97.2)				
5					CONST (CODE) Temp & Perm Stage 2 6201		(Canyon Creek Pass - Canyonville Section)	1.58	100,608	100,608	
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	1.58	100,808	100,808	
1	14	PROGRAM APPROVAL DATES									

REMARKS

Restorat'on is ne
unusually heavy r
excessive runoff

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 6-61)

6-19-74

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION: I-5 Canyonville S. 1 mi. - S. 6.9 mi.

ADT: PRESENT 10,200 | FUTURE 15,300 | YEAR 94

REGION: 10

STATE NAME: Oregon

STATE CODE: 41

APPN CODE: 099

ITEM NO.: 40

WORK: Perm. Flood Repair

NATL. FOREST:

EXERG. YR.: 74-1

PL. AUTH YR:

PROJECT NUMBER: PREFIX LETTER(S) ERFO- | NUMBER 284 | SEQ. NO. (3)

FUNDS: Emergency Relief

COUNTY NAME: Douglas | CODE 019

ROUTE NO.: I | FEDERAL-AID I-5 | STATE 1 | U.S. I-5

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-5 Canyonville S .1 mi to S. 6.9 mi.	1.58	200	200			P.E. (Plan Prep.) temp. & perm. storm damage repair consisting of traffic protection, slide removal, gr., dr., surfacing, riprap, seed, mulch and fencing.
ROW		(MP 90.3 to MP 91.7) (MP 97.2)						
CONST (cont) Temp & Perm Stage 2 6201		(Canyon Creek Pass - Canyonville Section)	1.58	100,608	100,608			(Work by contract and State forces)
		PROJECT TOTALS	1.58	100,808	100,808			

APPROVAL DATES

REMARKS

Restoration is necessary because of damage caus.d by unusually heavy rainfall and snow-melt resulting in excessive runoff during the January 1974 storms.

-over-

CANYON CREEK PASS-CANYONVILLE SECTION
PACIFIC HIGHWAY IN DOUGLAS COUNTY
PROJECT NO. ERFO-284(3)

Remarks continued:

Existing Facility: The present facility consists of 4 - 12' lanes of A.C. surfacing with 10' right and 6' left shoulders.

Project Data:
Mile Point 90.3 to 91.7: Extremely heavy rainfall and snow melt resulting in flooding of side creeks caused several cross drain pipes to be plugged. This water plus pavement and backslope run-off caused flooding in the northbound ditch and fall-out section. The water eroded shoulder material, A.C. shoulder and fill material cutting a gully two to six feet deep. It destroyed the perforated metal pipe system that was in the ditch, thirty-five feet of 54" culvert, sixty feet of 18" culvert, one catch basin and damaged several others.

Temporary repairs consisted of traffic protection, debris removal, replace 54" and 18" culvert, backfill shoulder areas and shoulder rock. Temporary repair costs are:

Labor	$10,301
Equipment	15,243
Material	2,274
	$27,818

Permanent repair will be done by contract in the Canyonville-Glendale Jct. Section Project. It will consist of rock backfill ditch with grouted inlet aprons to collect the run-off water. Estimated cost is $59,000.00

Mile Point 97.2: Debris carried by flood water in Canyon Creek created a mudslide dam and plugged the outlet of a large multiplate culvert backing up water to the other side of the highway. The reservoir of water, when it finally broke loose, surged down Canyon Creek damaging the channel within the right-of-way for about a mile. The Section Foreman and District Engineer were informed of the situation at approximately 7:10 p.m., January 16, 1974. They rushed to the scene and noted the reservoir of water building up behind the mud slide. People immediately downstream were evacuated from their homes. Signs, flares and the early warner were placed to warn the traveling public. A crane large enough to reach logs and debris building up in the creek was located in Eugene and dispatched to the scene, where it started removing this material

from the upstream side of t
the mud slide was just star
overflow onto the southboun
loose. Southbound traffic
20 minutes was then allowed

Temporary repair costs are:

Permanent repairs will be b
in the Canyonville-Glendale
removal, contour grade slid
road and channel and fencin

Contract work of 900 lin.ft
costs are $2,000.00

Requirements of PPM 90-1:
projects, statewide, for te
highways and highway facili
ic failure, was submitted t

A-95 Review: The project i
6 Clearinghouse reviews unc
and May 28, 1971, respectiv

System Action: Airports,
Recreational Area : None

Public Hearings, Location
graph 3c of PPM 20-8.

Note: This project is in

CANYON CREEK PASS-CANYONVILLE SECTION
PACIFIC HIGHWAY IN DOUGLAS COUNTY
PROJECT NO. ERFO-284(3)

The present facility consists of 4 - 12' lanes of
h 10' right and 6' left shoulders.

91.7: Extremely heavy rainfall and snow melt
ing of side creeks caused several cross drain pipes
is water plus pavement and backslope run-off caused
rthbound ditch and fall-out section. The water
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eet deep. It destroyed the perforated metal pipe
the ditch, thirty-five feet of 54" culvert, sixty
t, one catch basin and damaged several others.

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" culvert, backfill shoulder areas and shoulder
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Labor	$10,301
Equipment	15,243
Material	2,274
	$27,818

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ct. It will consist of rock backfill ditch with
ns to collect the run-off water. Estimated cost is

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o the other side of the highway. The reservoir of
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the right-of-way for about a mile. The Section Foreman
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16, 1974. They rushed to the scene and noted the
building up behind the mud slide. People immediately
acuated from their homes. Signs, flares and the early
to warn the traveling public. A crane large enough
debris building up in the creek was located in Eugene
the scene, where it started removing this material

from the upstream side of the multiplate. Water building up behind the mud slide was just starting to reach the point where it would overflow onto the southbound lanes and fall-out section when it broke loose. Southbound traffic being held at Canyonville for approximately 20 minutes was then allowed to proceed.

Temporary repair costs are:

Labor	$151.00
Equipment	783.00
	$934.00

Permanent repairs will be by force account and by contract included in the Canyonville-Glendale Jct. Section and will consist of debris removal, contour grade slide area, seed and mulch, repair maintenance road and channel and fencing. Estimated S.F. costs are:

Labor	$ 6,620
Equipment	3,386
Material	850
	$10,856

Contract work of 900 lin.ft. of fencing and replace one gate. Estimated costs are $2,000.00

Requirements of PPM 90-1: A negative declaration for emergency relief projects, statewide, for temporary and permanent repair of damages to highways and highway facilities caused by a natural disaster or catastrophic failure, was submitted to and approved by the FHWA on April 2, 1974.

A-95 Review: The project is exempt from State Clearinghouse and District 6 Clearinghouse reviews under working agreements dated February 29, 1971 and May 28, 1971, respectively.

System Action: Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Public Hearings, Location and Design Approval: Not required under paragraph 3c of PPM 20-8.

Note: This project is in Congressional District No. 4.

.8060

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 18, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-5-2(-)80
Canyonville-Glendale Junction Section
Median Guardrail Installation

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I approve the installation of median guardrail as described and supported in Mr. Versteeg's June 13, 1974 letter.

NOTED
E. S. HUNTER

G.K. Hossner
for G. L. Green

6-21-74
Copy- Versteeg
Shirley

RECEIVED
HWY ENGR
20 '74
REFER TO
FOR

NOTED
A. E. JOHNSON

RECEIVED
JUN 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#8060 6-13-74 Canyonville
Glendale I-5

Quickie

F. Cole [illegible] C.I.V (6555)

1970 to date.

I 5 SBd only.

M.P. 90.15 – M.P. 93.75

also, include separate listing
involving guard rail accidents.

CIV
6-13-74

ea
10 Acc

C.I. VISTIC

6/13/74

NOTED
W. E. COLE

1 Versteeg ✓
A. Olson ✓
2 Turpin 1
Scott
Swanson
R. Olson
Trout 4

RECEIVED
JUN 14 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Return File
Return To
Bring Up __/__/__
Other

OREGON STATE HIGHWAY DIVISION

TRAFFIC ENGINEERING SECTION

Rural Motor Vehicle Accident Listing 6/12/74

LOCATION [illegible]

Pacific Hwy.

Hwy. No. 1 Rte. No. I5

From M.P. 93.15 (222

To M.P. 93.75 (224

Period Covered: 1-1-70 to 3-3-74

I5 - S[illegible] - only

	COLLISION TYPE													CLASSIF.					REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage	Persons Killed	Persons Injured	
1970			1									1	2			2			
1971					1				2				3			3			
1972			2		1				1				4		2	2		5	
1973								1					1		1			1	
3 Mos. 1974													0						
Total			3		2			1	3			1	10		3	7		6	

Form E-663-C

OREGON STATE
HIGHWAY DIVISION

TABULATION SHEET
SHEET 1 OF 1 SHEETS

I 5- Guard Rail Accidents

Sbd. only MP. 90.15 (228.19) – MP. 93.75 (229.59)

Year		MP.		Object
1970		—	—	
=				
1971		92.75		Med. G.R.
=		90.35		G.R.
1972		92.99		G.R.
=				
1973	—	—		
=				
3 mos. 1974	—	—		
=				

Call Shirley

FORM 6-90

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Roseburg, Oregon

DATE May 9, 1974

TO Alfred Shirley, Regional Engineer

Jack C. McCormick

FROM Jack C. McCormick, District Engineer

1 Versteeg ✓
A. Olson
2 Terpin 1
Scott
Swenson
R. Olson
Trout

RECEIVED
MAY 16 1974
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

SUBJECT Proposed Project
Canyonville-Glendale Section
Pacific Highway-Douglas County

Frank Note:

The above subject project was reviewed in the company of Bill Cole, George Sanford, Jerry Maness and Dick Dorn. It is requested that the following items be included in the project.

Safety { Repairs to the Gunite lined ditch. Truck climbing lane southbound from Station 425 to Station 487. Trucks stall out in this area during snow and icing conditions creating tie-ups and a traffic hazard.

Safety { Repave shoulder area on concrete section Station 104+50 to Station 417. One inch drop at edge of concrete is hazardous. Channel repair work is needed Station 366 to Station 378. Canyon Creek is meandering and eroding toe of fill which is causing fill failure. Channel should be realigned and rip rap installed at eroded areas.

? { Pave and curb fall-out area from Station 396 to Station 485 on northbound lanes. Paving will run twelve to eighteen feet in width. This area was washed out January 15, 1974, and all the PMP drainage systems were destroyed. Failures in existing concrete pavement should also be repaired. There are three areas about 12' x 15' which should be removed and repoured.

I agree { There will be a surplus of salvage guard rail on the project. Some of this should be made available for maintenance work.

With your approval, this information should be transmitted to Mr. Versteeg.

JCM:gl

5/15/74
J.H. Versteeg—
I concur with what Jack says except Para #4.
Bud S.

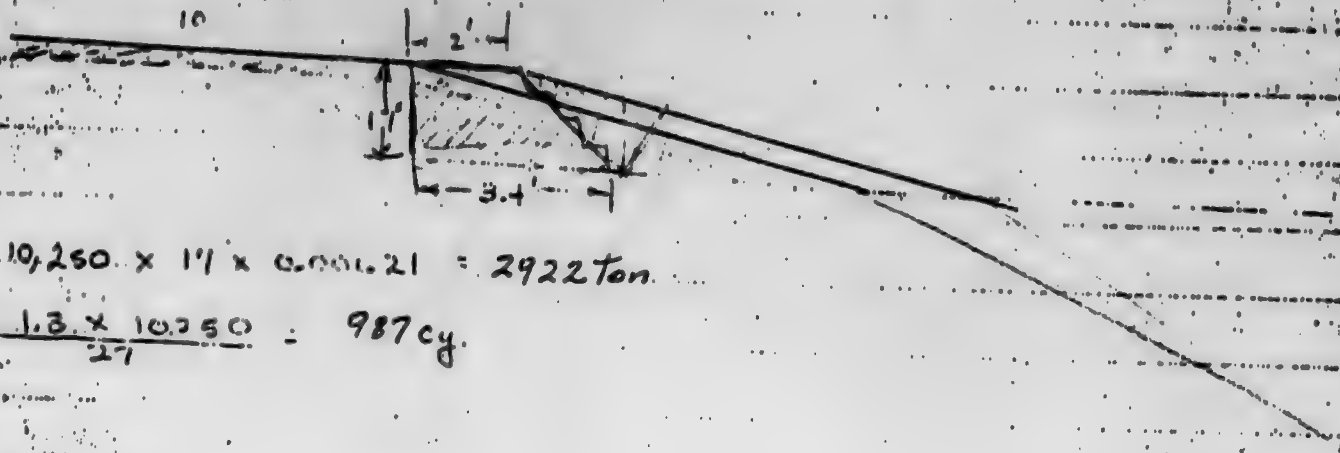
BOOH

REFERRED TO
WL [✓ Cole] Reed
Erikson Semple
Hagen Wenson
[✓ Return Discuss] ☐ Forward ☐
☐ File ☐
BY FINAL DESIGN ENGINEER

Canyonville – Glendale J

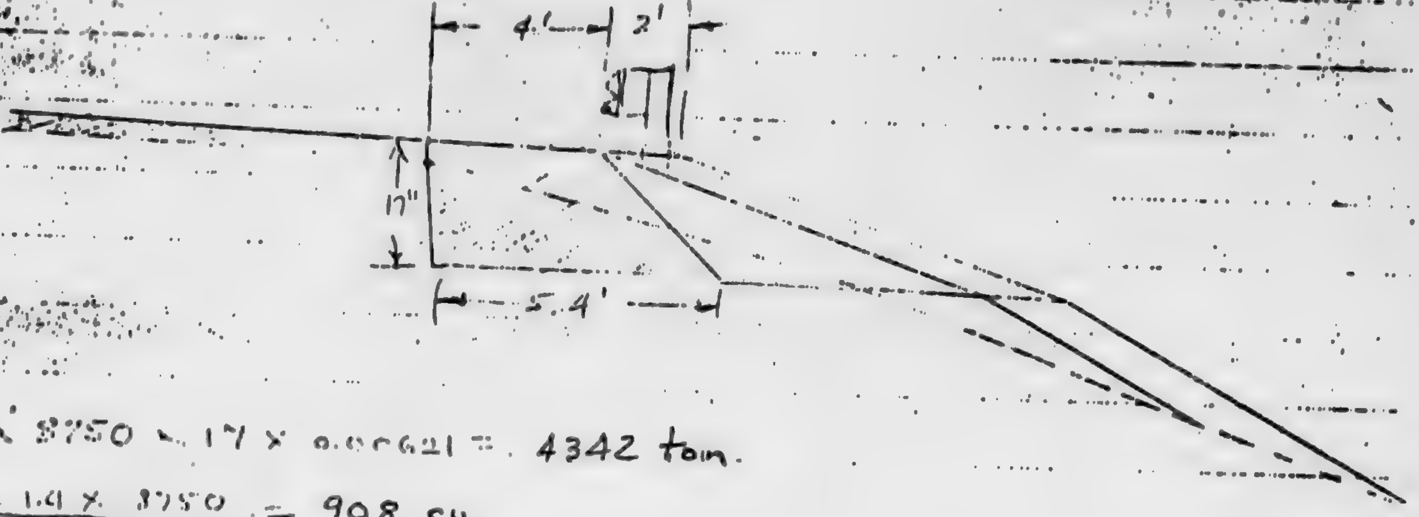
Cost Estimate for Climbing Lane

Sta. 295-485



A.C. 2.7 × 10,250 × 17 × 0.00621 = 2922 ton.

Aggreg. $\frac{2 \times 1.3 \times 10250}{27}$ = 987 cy.



A.C. 4.7 × 8750 × 17 × 0.00621 = 4342 ton.

Agg. $\frac{2 \times 1.4 \times 8750}{27}$ = 908 cy

Cost:

Asphalt Conc. (4342+2922) × # 13.75 = # 99,880

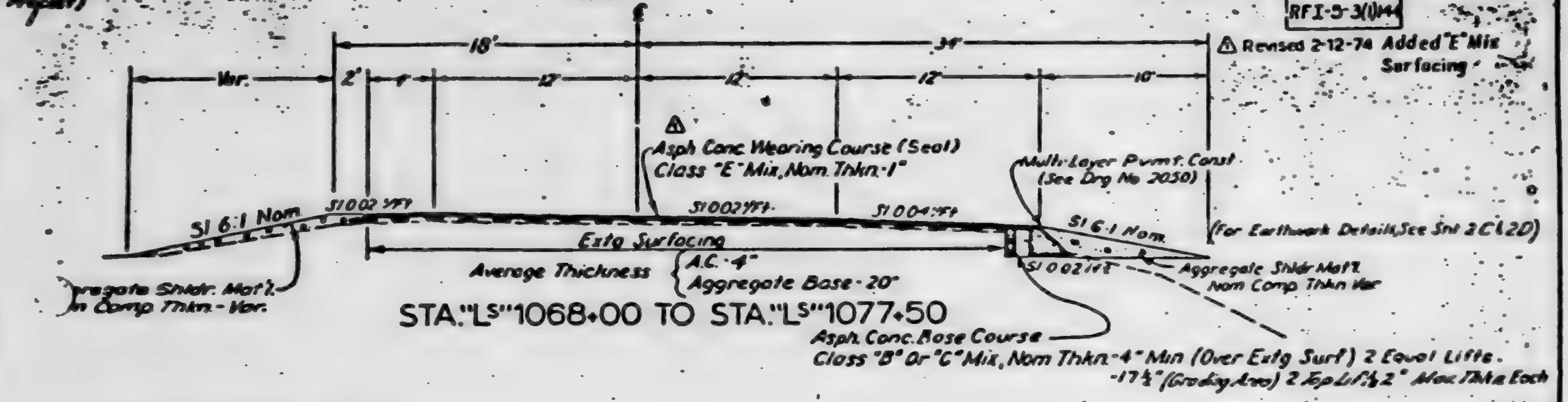
Aggregate (987 + 908) × # 3.95 = 7,485

# 107,365

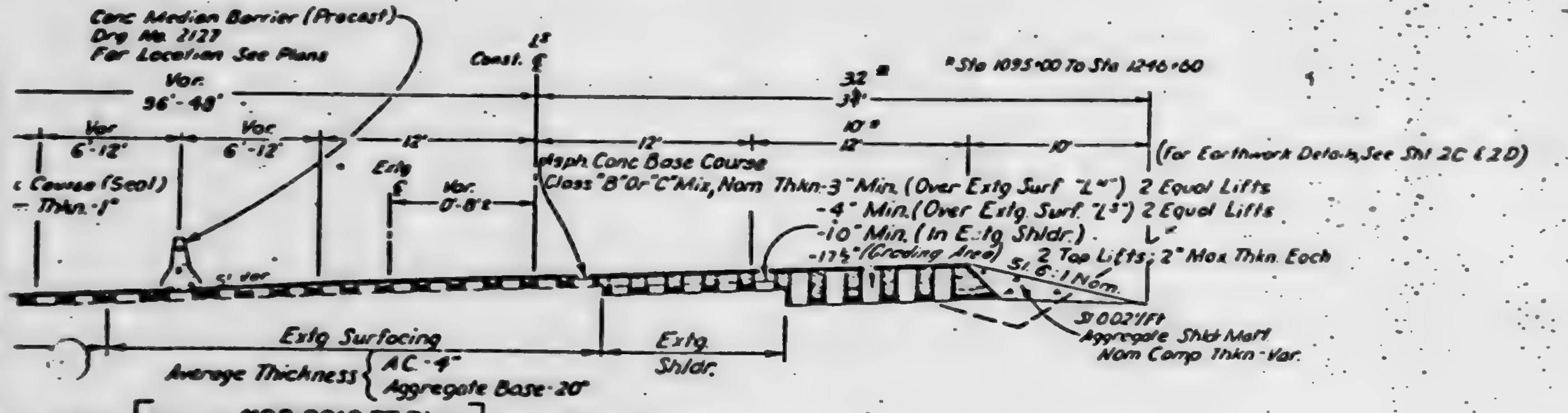
S E C T I O N S

NORTH UNIT RICE HILL-NORTH OAKLAND JUNCTION SEC. PACIFIC HIGHWAY DOUGLAS COUNTY				SHEET No. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-5-3(93)141 RFI-5-3(1)144		See Index

△ Revised 2-12-74 Added "E" Mix Surfacing



STA."L^S"1068+00 TO STA."L^S"1077+50



STA. [EQ:JA 1108+89.10 P.T. Bk.= 1246+52.25 P.O.T. Ah.] 1246+60

cing Details Not Shown, See Section Above)

8060

ORFGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED
E. S. HUNTER

June 13, 1974

RECEIVED
JUN 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Canyonville-Glendale Junction Section
Pacific Highway
Douglas County

The subject project is scheduled for safety upgrading and an overlay of three inches on the asphalt concrete pavement.

This overlay will require revision of the existing median barrier to the standard height and current design.

Because of conditions peculiar to this project is is intended to deviate somewhat from the standard construction of metal median barrier or concrete median barrier and provide both kinds and also a modification of the standard metal median barrier. Enclosed are sketches indicating some typical conditions and the treatment proposed for each.

The subject section was constructed in 1964 and 1965 and in the mountainous terrain a "sawtooth" cross-section, on super-elevated curves, was used to reduce construction costs. Two lines of guard-rail were installed with 19 inch height to the center of the rail, blocked out and with post spacing of 12'-6".

In those areas where the sawtooth section exists it is proposed to upgrade the guard-rail on the high side of the super to provide 24 inches to the center of the rail, blocked out, install additional posts for the current spacing of 6'-3" and install a brush rail on the traffic side of the posts. It is considered necessary to provide this level of protection because of the accident severity potential if the barrier should be penetrated. The guard-rail on the low side of the super will be raised to the 21 inch height to the center of the rail and upgraded by adding post and block for 6'-3" spacing. This Type 2A guard-rail installation is considered to be adequate protection to prevent an out of control vehicle from climbing the sawtooth slope in the median, breaking through the modified guard-rail at the top of the slope

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

and entering the opposing traffic lanes. These two conditions are shown in "C" of the accompanying sketches.

Where the previously described conditions are separated by short tangents it is proposed to replace the existing metal median barrier which has 12'-6" post spacing with our current standard metal median barrier. There are three short sections of approximately 500 feet each where this condition exists.

There is one location where because of roadways are separated by a difference in profile the existing guard-rail will be replaced with standard Type 2A guard-rail.

On the remainder of the project where median barrier is required your approval is sought to replace the existing median barrier with precast concrete median barrier. The cost of replacing the existing metal median barrier with current standard metal barrier is estimated to be $19.00 per linear foot. The cost of replacing it with precast concrete barrier is estimated to be $15.00 per linear foot.

Besides being less expensive to construct the concrete median barrier has been demonstrated to more safely redirect errant vehicles than the metal barrier. Icing conditions are a hazard in the area. Concrete median barrier requires little, if any, maintenance. Therefore, the hazards to the public and to maintenance personnel are reduced.

We, therefore, request your early and favorable consideration of our proposal to replace the existing metal median barrier with concrete median barrier in those locations previously described.

Enclosed is a sketch indicating the locations on the project where the various treatments discussed will be constructed.

Very truly yours,

J. H. Versteeg
Road Design Engineer

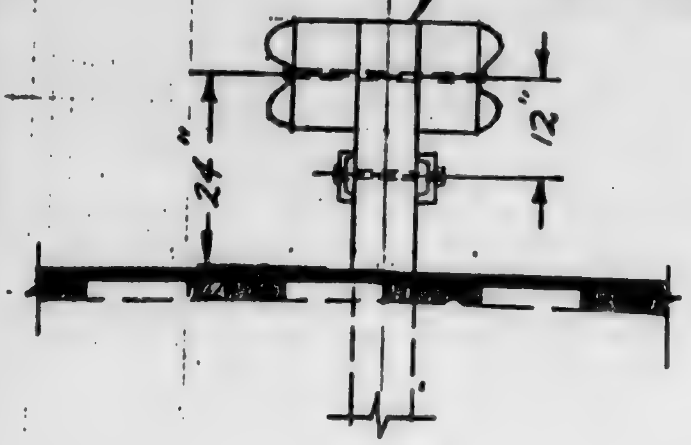
By Frank E. Terpin
Frank E. Terpin
Final Design Engineer

FET:wc
Attachments (2)
bc: E. S. Hunter
C. T. Keasey
A. E. Shirley
W. E. Cole

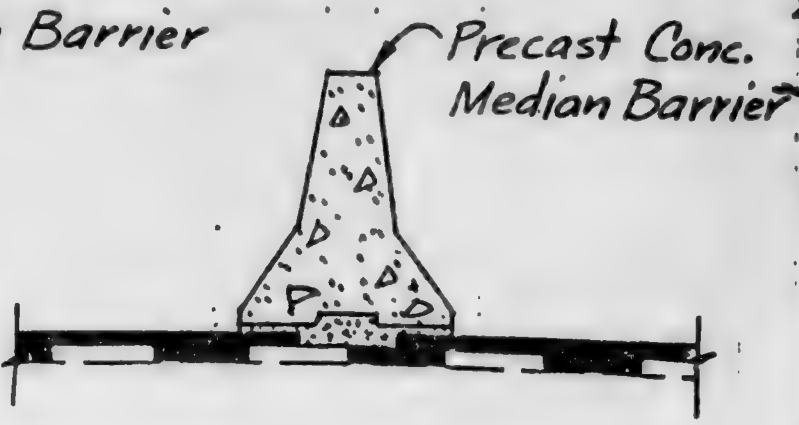
Canyonville - Glendale Junction
Pacific Highway
Douglas Co.

610-1933-905
6-10-74

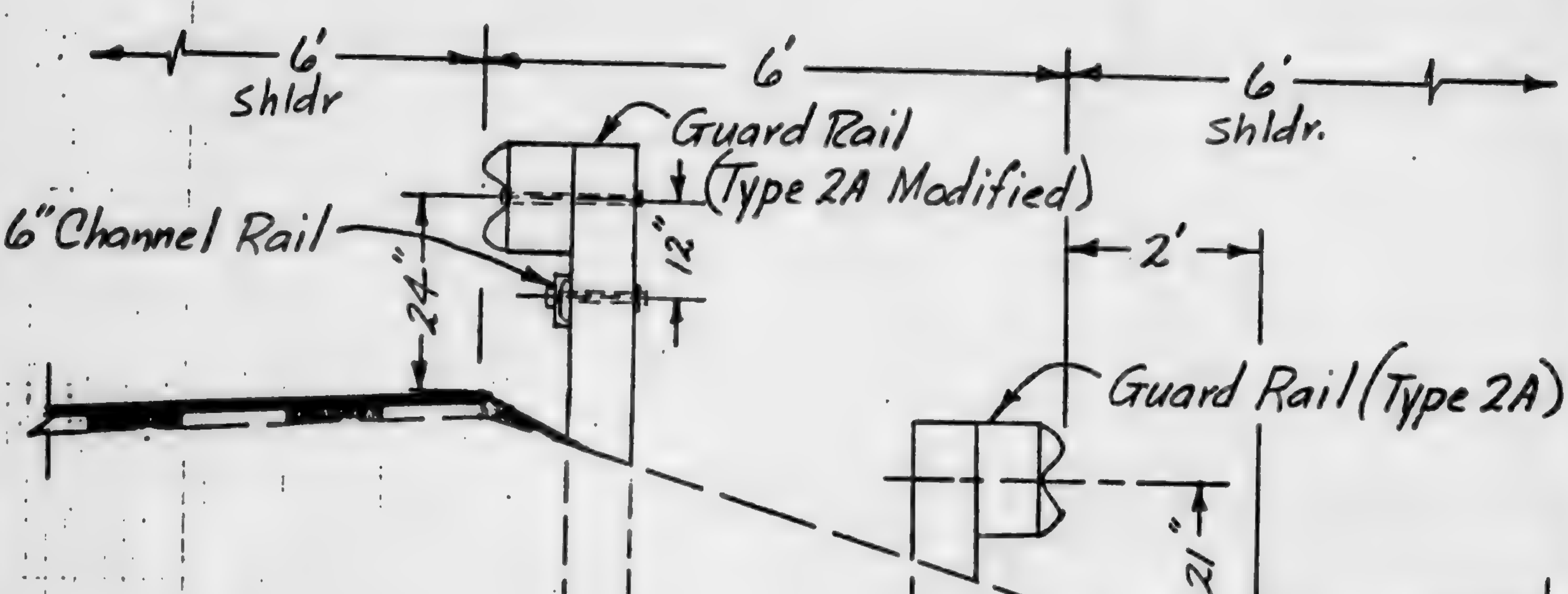
MEDIAN TREATMENT



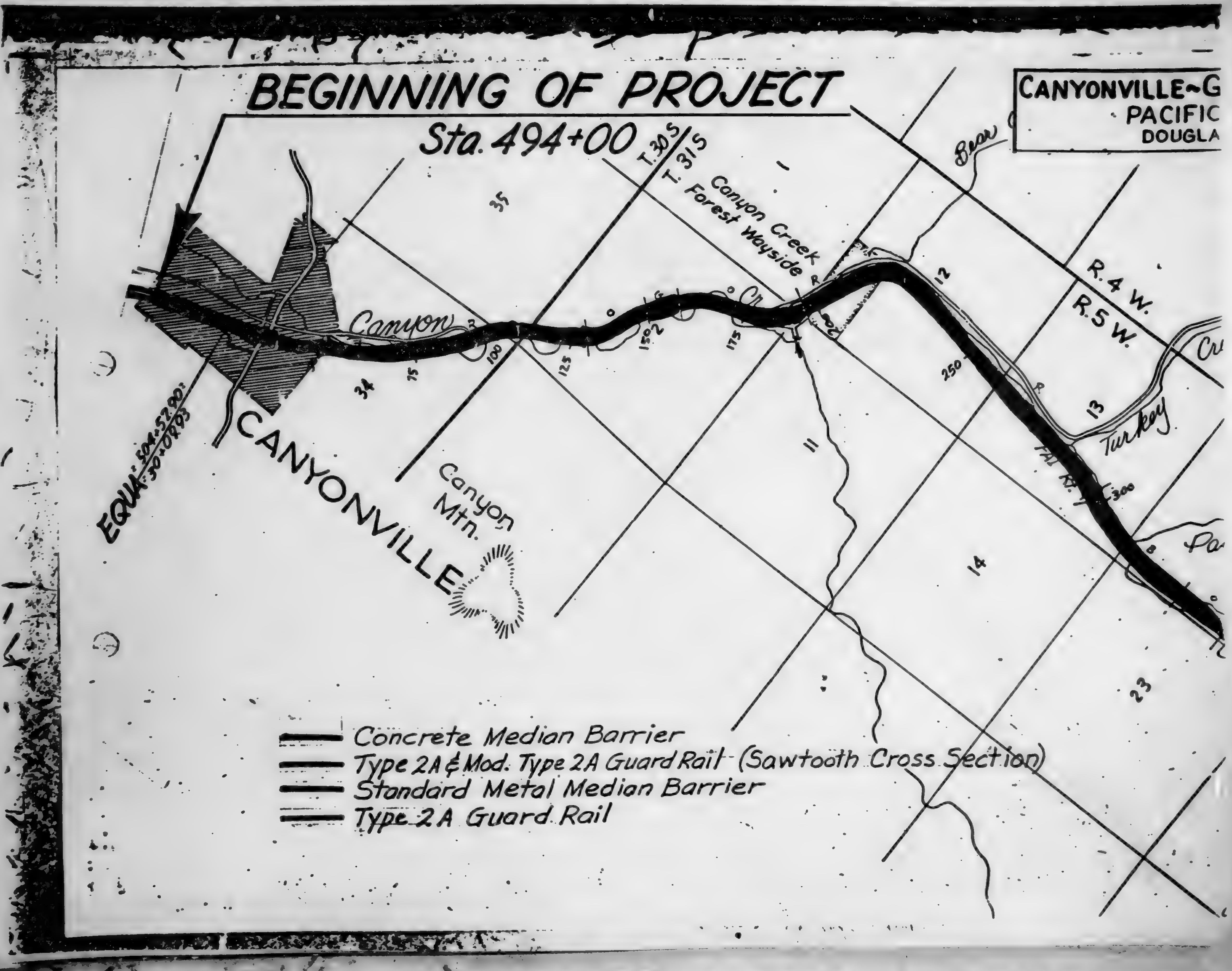
(A)

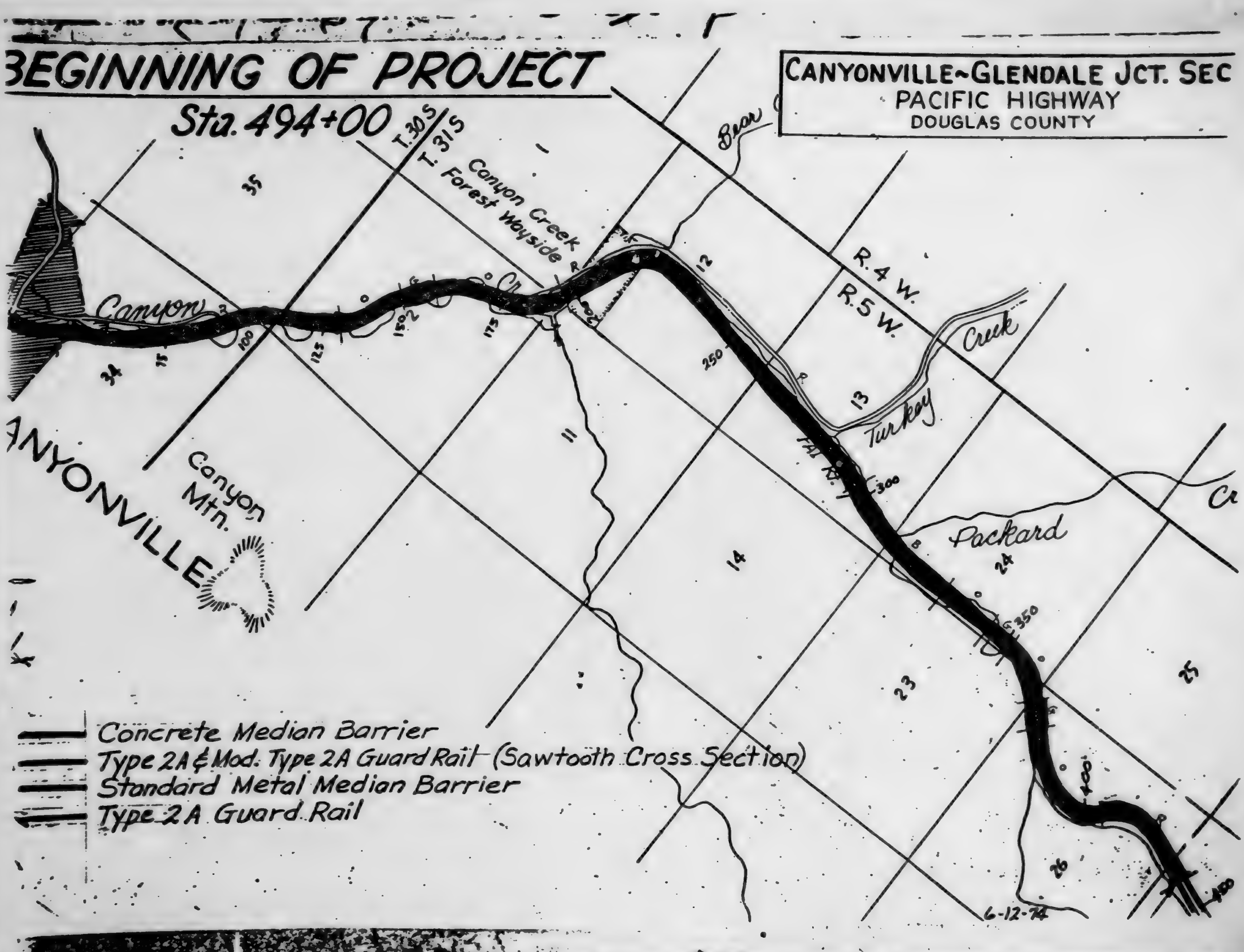


(B)



(C)


BEGINNING OF PROJECT
Sta. 494+00
CANYONVILLE-G
PACIFIC
DOUGLA
T. 30 S
T. 31 S
Canyon Creek Forest Wayside
R. 4 W.
R. 5 W.
EQUA: 504+52.90: 30+08.93
CANYONVILLE
Canyon Mtn.
Canyon
Cr.
Bear
Turkey
35
34
11
12
13
14
23
75
100
125
150
175
200
250
300
Concrete Median Barrier
Type 2A & Mod. Type 2A Guard Rail (Sawtooth Cross Section)
Standard Metal Median Barrier
Type 2A Guard Rail


CANYONVILLE~GLENDALE JCT. SEC
PACIFIC HIGHWAY
DOUGLAS COUNTY

8060

June 13, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Canyon Creek Pass-Canyonville Section
Project No. ERFO-284(3)

We are submitting six copies of a force account order covering the permanent restoration of the above-mentioned section which we wish you to approve. They are being submitted at this early date (before the program is approved) to aid in reviewing the work necessary to complete the project.

Authorization to use State forces to perform the work is requested because the work involved doesn't lend itself to competitive bidding; further, it is our opinion that it is more suitable for a State force operation, can be completed more rapidly and at a lesser cost; for these reasons, we feel that it is in the public interest to perform the work with State forces.

Attach.

DAR:dg

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 13, 1974

In reply refer to: 10-41-B

SUBJECT: Oregon Project I-5-2(-)
Canyonville-Glendale Jct. Section
Shoulder Widening

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

cc Versteeg
appropriate action.
6-18-74

By June 3, 1974 letter Mr. Versteeg requested approval to widen the existing 10 foot shoulders two feet to provide additional width for southbound trucks to use the shoulder as a climbing lane. The proposal involves the southbound shoulder between stations 295 and 485 on subject project.

Approval was previously given to widen the shoulders on the Siskiyou and Sexton Mountain passes. These were considered the most troublesome areas and our approval was given in an attempt to evaluate traffic operations under these unusual conditions. It was not our intent to apply this type of design modification to the remaining Interstate. As you are aware use of the shoulders for other than emergency purposes is discouraged.

No further shoulder widening will be approved for sections of completed Interstate unless such safety improvement work can be supported by accident records and a cost-effectiveness study. Accordingly Mr. Versteeg's request cannot be approved.

G L Green
G. L. Green

NOTED
A. E. JOHNSON

1/2
ATT COPY

RECEIVED
[illegible]
Roll
Evanson
R. Olson
Trout
ROAD
Other

RECEIVED
JUN 14 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
JUN 14 74
REFER TO
Hunter
FOR
DIR
Sign
Act
File

8060

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

June 12, 1974

SUBJECT: File No:
Canyonville-Glendale Section
Pacific Highway
Douglas County

To: J. B. Boyd
Right of Way Engineer
State Hwy. Bldg.
SALEM

This final report is for a material source to be used on the Canyonville-Glendale Section.

Mr. Martin requested that a previous monument removed by the State be replaced. A letter is on file requesting Alfred Bates, Resident Engineer, to reestablish a ¼ Section monument previously removed by the Highway Department.

Region Construction Engineer, J. X. Wilson, has requested that the information in this agreement be forwarded to Mr. J. H. Versteeg in Design.

Virgil Wilson
Virgil Wilson
Right of Way Supervisor

Enclosures

VW:csk

Copy [illegible] ✓
A. Olson
2 Templin T
Scott
Swanson
R. Olson
Trout LT

RECEIVED
JUN 1
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Review Keep
Do not File
Return To
Bring Up __/__/__
Other

Above report is with R/W file data DLT

RIGHT OF WAY SECTION
RECEIVED
JUN 12 1974

☐	☐	☐	☐	☐	☐
RE	ARE	ARA	FS	CA	RS
☐	☐	☐	☐	☐	☐
PMS	AD	CE	OS	TA	FAO
☐	☐	☐	☐	☐	☐

#8060

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
June 3, 1974

For: M S Harris

FROM: J. X. WILSON
Regional Construction Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Proposed Aggregate Sources
Canyonville-Glendale Jct. Sec.
Pacific Highway
Douglas County

Attached is data on two proposed material sources for the subject project.

Since Al Bates wrote his attached transmittal letter, we have found out that the Cow Creek gravels have passed all tests with the exception of the sodium sulphate which has not yet been run. Indications from the Lab, however, are that based on the results of other tests, there should be no problems. In any event, test results will be available within a week.

The Wilken Quarry appears to be an adequate source but is undeveloped and requires coring to prove out. We are in the process of putting together a negotiated contract for the necessary core drilling. This information will be forwarded when available.

JXW/cw
Attach.

cc C. T. Keasey
A. W. Bates

Maps [illegible] [illegible] [illegible]
6/3/74 WCC.

1 Versteeg J
2 A. Olson
Terpin T
3 Swanson
Scott
R. Olson
Copy 4 Itsel T
RECEIVED
ROAD DESIGN SECTION

Trout holding Surface Mining application (original)

Copy to file 6/3/74

Copy sent to Dennis Johnson Environmental Section WCC.

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Roseburg, Oregon
May 22, 1974

Alfred W Bates

FROM: Alfred W. Bates,
Resident Engineer

TO: Alfred Shirley, Jr.,
Regional Engineer

SUBJECT: Proposed Aggregate Sources
Canyonville-Glendale Jct. Section
Pacific Highway
Douglas County

With regards to the developement of (1) Wilken Quarry and (2) Cow Creek Gravels as proposed aggregate sources for the subject section project, I am submitting the following:

1. One (1) map, Wilken Quarry area
2. One (1) Developement Plan (Wilken Quarry)
3. Application for Surface Mining Permit (Wilken Quarry)
4. One (1) map, Cow Creek Gravel Bars (Martin Bar)
5. One (1) Developement Plan (Martin Bar)

The Wilken Quarry is owned by the State and is an undeveloped source. The developement of this quarry will entail clearing and grubbing, stripping of overburden, preparing plant and stockpile site and improving the existing logging road from the proposed quarry area to the Pacific Highway.

The Cow Creek gravel bars are located approximately 1,300 feet to the right and parallel to the Pacific Highway. There is a suitable plant and stockpile site between the Highway and the Cow Creek bars. This site was used to crush and stockpile on a previous contract. The gravel bars and plant site are on private land belonging to Mr. W. F. Martin.

The cost to develop the Wilken Quarry will be rather high whereas the developement cost for the Cow Creek gravels would be nil.

Samples of bar run material from the Martin Bar were submitted to the Salem Laboratory May 8, 1974. As of this date results of the testing requested have not been received.

RECEIVED

If the Cow Creek gravels prove out to be suitable for producing the required aggregates for the subject project, it is recommended that they be used. It is the belief of this office that the use of the gravels rather than the quarry material will result in a savings due to the cost of developing the Wilken Quarry, even though it will be necessary to pay a royalty cost for the Cow Creek gravels.

Mr. Elliot Parker, Region Geologist, has had the necessary pioneer road built in the Wilken Quarry area to core drill. As of this date, Mr. Parker advises that core drilling has not started.

The estimated amount of aggregates needed for the subject project is 85,000 cubic yards. It is recommended that the Martin Bar gravels and the plant and stockpile area be appraised by our Right-of-Way section to determine a royalty price for the gravels and a rental rate for the plant and stockpile site.

Mr. Beryl Orr of the Douglas County Water Resources Board requested some time ago that should we need gravels from the Cow Creek area, he would appreciate that we investigate the Cow Creek bars to determine if excavation of gravels would improve flooding conditions in the area.

DEPARTMENT OF
GEOLOGY AND MINERAL INDUSTRIES

P. O. Box 1028
Albany, Oregon 97321

Telephone (503) 926-5[illegible], Ext. 277

Identification No. ____________

Rec'd ____________ By ________

APPLICATION FOR

☒ SURFACE MINING OPERATING PERMIT
☐ GRANT OF LIMITED EXEMPTION
☐ GRANT OF TOTAL EXEMPTION

Instructions:
1. Applicant should sign only one of the three application forms printed below.
2. A fee of $150 must accompany an application for a Surface Mining Operating Permit or for a Grant of Limited Exemption.
3. This application form must also be accompanied by a completed Form SMLR-1.
4. A Surface Mining Operating Permit or a Grant of Exemption will be issued by the State Department of Geology and Mineral Industries within 25 days of receipt of the application together with all other materials required.

Applicant: Alfred Shirley, Jr.
Oregon State Highway Division
P.O. Box 1128 Roseburg, OR 97470

Title: Regional Engineer

Business phone: 672-6541 EXT 241

Site location: ¼ Sec. NW Sec. 26 Twp. 31S Range 5W WM County Douglas Site name, if any Wilken Quarry

☒ 1. SURFACE MINING OPERATING PERMIT
I apply for a Surface Mining Operating Permit under ORS 517.800 as described in this application (Forms SMLR-1 and 2), and I hereby certify that the information contained in this application is true and correct to the best of my knowledge and belief.

Signature of Applicant J.X. Wilson

Title Regional Engineer Date 6-3-74
Ass't

☐ 2. GRANT OF LIMITED EXEMPTION
I apply for a Grant of Limited Exemption from the requirement for a Reclamation Plan and a Bond, but not the fees, under ORS 517.770(1) and (3) as described in this application (Forms SMLR-1 and 2), and I hereby certify that the information contained in this application is true and correct to the best of my knowledge and belief.

I am fully conversant with ORS 517.750 to 517.900 as amended and subsection (4) of 517.990 and the Rules and Regulations for administering the Oregon Mined Land Reclamation Act, and if at any time conditions stated in this application change whereby my limited exemption under the Act is nullified, I hereby certify that I will immediately request the Department of Geology and Mineral Industries for an Operating Permit.

Signature of Applicant ____________

Title ____________ Date ________

☐ 3. GRANT OF TOTAL EXEMPTION
A apply for a Grant of Total Exemption from the requirement of a Reclamation Plan, a Bond, and the fees under ORS 517.750(11) and 517.770(2) as described in this application (Forms SMLR-1 and 2), and I hereby certify that the information contained in this application is true and correct to the best of my knowledge and belief.

I am fully conversant with ORS 517.750 to 517.900 as amended and subsection (4) of 517.990 and the Rules and Regulations for administering the Oregon Mined Land Reclamation Act, and if at any time conditions stated in this application change whereby my Total Exemption under the Act is nullified, I hereby certify that I will immediately request the Department of Geology and Mineral Industries for a Surface Mining Operating Permit.

Signature of Applicant ____________

Title ____________ Date ________

DEPARTMENT OF
GEOLOGY AND MINERAL INDUSTRIES
P. O. Box 1028
Albany, Oregon 97321
Telephone (503) 926-5571, Ext. 277

Identification No. ____________
Received ____________ By ______

SURFACE MINING DATA TO ACCOMPANY APPLICATION FOR OPERATION PERMIT OR GRANT OF EXEMPTION UNDER ORS 517.750-.990

Operator:
Region Office
Oregon State Highway Division
P.O. Box 1128
Roseburg, OR 97470

Operator's phone: 672-6541 EXT 241

Landowner (If other than Operator):
Name SAME
Address
Phone No.

Identification of Site:

¼ Section	Section	Township	Range	County
NW	26	31S	5W WM	Douglas

Distance in miles	Direction from	Nearest community
3.8	North	Azalea, Oregon

Type of Site. ☐ 1. Pit ☒ 2. Stockpile ☒ 3. Plant ☒ 4. Quarry ☐ 5. Prospect ☐ 6. Refuse disposal ☐ 7. Other

3. MINERAL DEPOSIT CHARACTERISTICS

Description:
Type of overburden Weathered talus
Approximate maximum depth of overburden 3 feet ±
Approximate maximum depth of mine 50 feet ±
Primary mineral to be removed Quarry rock
Total quantity of overburden (yards) 15,000 C.Y. ±
Total quantity of mineral (yards) 85,000 C.Y. ±

Size:
Approximate acreage affected prior to 7-1-72 N/A
Approximate acreage affected 7-1-72 to date N/A
Total acreage affected (to be affected) 7 acres
Acreage affected and reclaimed prior to 7-1-72 N/A
Acreage affected and reclaimed 7-1-72 to date N/A
Acreage affected but not reclaimed prior to 7-1-72 N/A
Acreage affected but not reclaimed 7-1-72 to date N/A

Volume:
Total cubic yards excavated 7-1-72 to date N/A
During the ensuing permit year, what is the scheduled total cubic yards to be excavated? 100,000 C.Y.±

Site Use (acres currently affected by:)
Excavations 5 acres
Processing plant and stockpiles 2 acres
Surface mine refuse disposal 0
Plant refuse disposal (tailings pond) 0
Prospecting and exploration 0
Total 7 acres

Status:
Date mining began Has not begun
Date mining will begin August, 1974

4. EXEMPTIONS (Either A or B must be checked, C is optional.)

4-A. Limited Exemption
☐ Operator is exempt from requirements for reclamation plan and bonding but not fees of the Mined Land Reclamation Act (ORS 517.750(11)) because: (check appropriate box)
☐ 1. The land was affected by surface mining before 7-1-72 (ORS 517.770 (1)).
☐ 2. A valid surface mining contract exists between the operator and the landowner dated prior to 1-1-71.
☐ 3. Valley dredging for metallic or industrial minerals (ORS 517.770(2)).
☐ 4. All mining activity takes place between the banks of a stream. (The vegetation line defines the bank.)
☐ 5. Access road's borrow pit or quarry.
☐ 6. On-site construction.
☐ 7. The site covers less than two acres.
☐ 8. A total of less than 10,000 cubic yards of mineral have been, or will be, removed.
☐ 9. The site is inactive.
☐ 0. Other

4-B. Total Exemption
☐ Operator is exempt from requirements for reclamation plan, bonding, and all fees of the Mined Land Reclamation Act (ORS 517.750 (11)) because: (check appropriate box)
☐ 1. Valley dredging for metallic or industrial minerals (ORS 517.770 (2)).
☐ 2. All mining activity takes place between the banks of a stream. (The vegetation line defines the bank.)
☐ 3. Access road's borrow pit or quarry.
☐ 4. On-site construction.
☐ 5. The site is less than two acres.
☐ 6. A total of less than 10,000 cubic yards of mineral have been, or will be removed.
☐ 7. The site is inactive.
☐ 0. Other

4-C. Voluntary Submission
☐ Even though entitled to exemptions as shown above, a reclamation plan is submitted voluntarily.

> Note: If any part of section 4-A or 4-B above has been checked, it is not necessary to complete sections 5 and 6 on the reverse of this form. The above data are for statistical purposes only and the confidentiality of individual data will be protected.

I certify that the information contained in this report is true and correct to the best of my knowledge and belief:

J. X. Wilson
(Signature of applicant)

Title Regional Engineer Date 6-3-74

(OVER) A58?

SECTION 5. GENERAL INSTRUCTIONS FOR PREPARATION OF PROPOSED RECLAMATION PLANS*

A. Pursuant to ORS 517.790 (1), each separate surface mining operation must have a separate operating permit and reclamation plan.

B. A copy of the Reclamation Plan should be supplied as an attachment to this application. The Reclamation Plan must include proposed plans for reclamation of all lands mined after July 1, 1972.

C. The plan for visual screening pursuant to ORS 517.790 (1) (f) may be developed in conjunction with the Reclamation Plan or separately. If no plan for visual screening is submitted, the operator should show cause why screening is not economically practicable or needed.

D. The Reclamation Plan must contain the information required by the Rules and Regulations for the Mined Land Reclamation Act.

E. The Reclamation Plan is not complete until the county or municipality in which the operation is located has reviewed the Reclamation Plan and completed Section 6-B below.

F. Pursuant to ORS 517.820 (1), upon good cause shown, the Department may grant a reasonable extension of time for the completion and submission of a proposed Reclamation Plan.

G. If the Reclamation Plan covers more than ten (10) acres, a map must be included with details, pursuant to ORS 517.790 (1) (e).

For Department Use Only

1. Has Department approved county's zoning ordinance requiring reclamation of surface-mined lands? ____
2. Is Reclamation plan attached? ____
3. Are plans for visual screening provided? ____
4. If no visual screening plans have been submitted, has applicant shown why screening is not believed to be necessary? ____
5. Area covered by Reclamation Plan (acres) ____
6. Has applicant submitted an acceptable map? ____

SECTION 6. COUNTY OR MUNICIPALITY RECOMMENDATIONS FOR OPERATOR'S RECLAMATION PLAN*

6-A. TO BE COMPLETED BY APPLICANT (Please type or print)

Applicant Alfred Shirley, Jr.

Address Oregon State Highway Division
P.O. Box 1128 ZIP 97470
Roseburg, OR

Description of site:

¼Section	Section	Township	Range	County
NW	26	31S	5W WM	Douglas

Distance	Direction from	Nearest community
3.8Miles	North	Azalea, Oregon

Proposed subsequent use of site upon completion of reclamation:

A. X. Wilson
(Applicant's signature)

Title Regional Engineer Date 6-3-74

6-B. TO BE COMPLETED BY APPROPRIATE COUNTY OR MUNICIPALITY

Does the proposed operation conflict with local zoning laws or ordinances?	no
Is the Operator now operating under existing zoning laws or ordinances?	n/a
Is the proposed reclamation plan legal under current zoning laws or ordinances?	yes
Does the Applicant have an appropriate permit to conduct surface mining, if required by local zoning laws?	yes

Recommendations and comments:

(Signature of County Official)

Title Zoner Date May 20, 1974

*Sections 5 and 6 apply only to Operators applying for an Operating Permit.

MARTIN GRAVEL BAR
Developement Plan

This proposal is for obtaining materials from gravel bars along Cow Creek located in the SE ¼, Sec 25; SW ¼, Sec 25; NW ¼, Sec 36; T 32 S; R 6W, WM. The crushed material will be used in conjunction with resurfacing of the Pacific Highway between Canyonville and Glendale, Oregon. The gravels will be obtained from five bars all of which are adjacent to one another. The excavation will be done in such a manner so as to straighten the channel and improve flooding conditions. The gravel bars are all on private property belonging to Mr. W. F. Martin. An area located between the Pacific Highway and Cow Creek is proposed as a plant and stockpile site. This area was previously used for the same purpose and is .75 miles northerly of the Glendale Interchange.

It will be necessary to reject sand material from the bar run material. This reject material will be hauled back to the river bed from the plant site and placed so as to uniform the width and grade of the new channel and help control erosion.

Mr. Bauer, Biologist with the Oregon Wildlife Service, has been over the area and in the Resident Engineer's office to discuss our proposed plan of removing bar run material. He requested that adequate structures be provided for stream crossings and that the new channel crowd the natural vegetation as much as possible so as to provide shade along the creek. Mr. Bauer also advised that people from their Portland Office have been over the area.

It is our proposal that the gravels be excavated behind a berm or dike, leaving the creek in its present channel until the total excavation has been completed in each individual bar before diverting the stream through the new channel. Provisions should be set forth requiring at least a 36" culvert for stream crossings.

For the most part the new channel alignment will cause the stream to move away from a bank of cleared land toward a bank of natural vegetation. The typical section as shown on our development plan map will allow for the shifting of the channel if required and or directed.

WILKEN QUARRY

Development Plan

The area known as Wilken Quarry is an undeveloped source located in the NW ¼, Section 26, Township 31S, Range 5W WM which is 3.8 miles northerly of Azalea, Douglas County, Oregon and .65 miles westerly of the Pacific Highway (I-5). This quarry site or any operations therein cannot be observed from the Pacific Highway. There now exists a logging road from the Pacific Highway to the quarry site. This road will need to be improved for a haul road. The existing ground in the quarry area is approximately on a 1-3/4:1 slope. The ground from the toe of the quarry to Pass Creek is reasonably level with a slight slope toward the creek, this area will be used as a plant site. The cover in the quarry area is medium to heavy with mostly deciduous type trees with a few evergreens. The area for the plant site is reasonably clear except for some small trees and brush. A border of trees will be left along the creek bank. The creek should not be affected by the processing plant's operation. Overburden material from the quarry will be used to level the plant site area. It is anticipated that there will be very little if any material rejected during the process of producing crushed rock. When this quarry is exhausted the land can be reclaimed by planting native vegetation.

3060 6-3-74

[illegible] RATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ECT NO.	ER-284(1)
STATE PROJECT NO.	COW CREEK BRIDGE SECTION
PROGRAM NO.	
COUNTY NAME	DOUGLAS
ITEM NO.	ER-4
PROGRAM STAGE (Check)	☐ 1. ☒ 2.

FROM:
R. L. GREEN, D. ISION ENGINEER
SALEM, OREGON

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
JUNE 3, 1974	JUNE 3, 1974	INTERSTATE ROUTE 5 PACIFIC HIGHWAY ROUTE 1

GENERAL LOCATION:

MILE POST 86.52 (DETOUR ROAD MP 86.14 TO MP 88.12 AZALEA-QUINES CREEK SECTION OF THE AZALEA TO GLENDALE COUNTY ROAD)

GENERAL DESCRIPTION OF WORK:

AS REQUESTED IN MR. RULIEN'S MAY 23, 1974 LETTER IT HAS BEEN DETERMINED TO BE IN THE PUBLIC INTEREST TO CONSTRUCT THE SUBJECT PROJECT BY FORCE ACCOUNT PROCEDURES USING STATE FORCES. YOU ARE AUTHORIZED TO PROCEED WITH THE NECESSARY CONSTRUCTION ESTIMATED TO BE $6,080.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

PS&E DOCUMENTS AS REPRESENTED BY STATE FORCE ORDER NUMBER 1 FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED TOGETHER WITH ATTACHMENTS AND ARE HEREBY APPROVED.

A SIGNED COPY OF STATE FORCE ORDER NO. 1 IS RETURNED HEREWITH.

NOTED
H.S. COULTER

RECEIVED
JUN 5 1974
Office of
Assistant State Highway Engineer

6-5-74.
orig. to [illegible]
[illegible]

RECEIVED
STATE HWY ENGR
JUN 4 '74
REFER TO
[illegible]
FOR

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
6-3-74	CK Burghardt for	DIVISION ENGINEER

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

(Rev. 8-19)

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. ....

Order No. 1

Section Azalea-Glendale

Date May 16 1974

Highway Pacific

F.A.P. No. ER-284 (1)

County Douglas

Prefix ....

Account No. 610-4432-304-01

Description of Work To Be Done: Patch the Azalea-Quines Creek Section of the Azalea to Glendale County Road. Purchase and install 420 tons Class "C" A.C. and 1 ton asphalt tack coat with Maintenance Forces.

Location by Station Numbers: M.P. 86.14 to M.P. 88.12

Estimate of Quantities and Costs:	Equipment	$ 600.00
	Labor	1,200.00
	Materials	4,280.00
		$ 6,080.00

APPROVED EFFECTIVE DATE JUN 3 1974

[illegible]

By C R Burghardt
Engineering Coordinator

JUN 3 1974

[illegible]

Explanation: This section of county road was used as a detour for southbound I-5 traffic from January 16, 1974, to January 31, 1974, while emergency repairs were made to the Cow Creek Bridge at M.P. 86.52. Flood waters undermined a footing on the bridge January 16, 1974. Heavy I-5 traffic damaged shoulder and surfacing at various locations.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 6,080.00

Present estimate of project cost, including

$.......... for work under this order $..........

Expected under-run / over-run (amount) . . . . . . $..........

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: .... Regional Engineer

Approval Recommended: .... For: Construction Engineer or Bridge Engineer

Approved: .... Construction Engineer

Equipment

1 Grader	2 shifts	@ $25.00	=	$	50.00
1 Roller	2 "	@ $42.00	=		84.00
1 Kettle	2 "	@ $18.00	=		36.00
4 Trucks	10 "	@ $38.00	=		380.00
2 Pickups	4 "	@ $ 5.00	=		20.00
1 Scoop	1 "	@ $30.00	=		30.00
					600.00

Labor

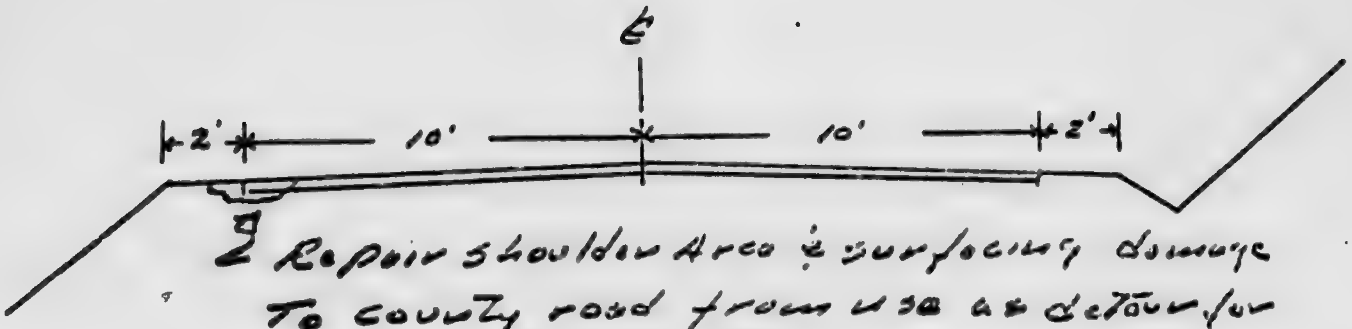
Canyonville Section Crew & Extra Gang 2 days @ $600 = 1200.00

Materials

420 tons @ $10.00	=	4200.00
1 ton asphalt tack @ 80.00	=	80.00
		4280.00

TOTAL $ 6,080.00

Typical Section
AZalea - Quines Cr. Detour
MP 36.14 - MP 88.12
Prefix # 610-4932-304-01



Repair shoulder Area & surfacing damage To county road from use as detour for south bound I-5 Traffic

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Roseburg, Oregon 97470

DATE March 4, 1974

TO MEMO TO THE FILE

FROM Jack C. McCormick, District Engineer

SUBJECT

Following is an estimate for repairs needed on the Azalea-Quines Creek Junction Section of the Azalea to Glendale County Road. This section of county road was used as a detour for southbound I-5 traffic when flood waters from Cow Creek undermined a footing on the bridge over Cow Creek at MP 86.52. The bridge was washed out on January 16, 1974 and the county road was used as a detour from January 16, 1974 to January 31, 1974 while emergency repairs were made on the bridge.

Equipment	$600.00
Labor	$1,200.00
Materials	420 tons AC at $10.00 = 4,200.00
	1 ton Asphalt tack at 80.00 = $80.00
	$6,080.00

JCM:cc
cc: Bill Geibel
Tom Lowe, F.H.W.A.

I-5

cc: OSHD (F. Terpin)

Design

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION REPORT

REGION NO. 10	REPORT ON Canyonville to Glendale Section	DIVISION Oregon
DATE OF INSPECTION 5/30/74	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. I-5-2(-)80

IN COMPANY WITH
Frank Terpin, Bill Cole, George Sanford, Dick Dorn, OSHD

REMARKS

CANYONVILLE-GLENDALE SECTION
Design Review

The items addressed in my 5/16/74 report were discussed. A plan for paving the northbound (downgrade) ditch was reviewed (item 4 of my 5/16/74 report).

The original plans called for a 6:1 inslope however the inslopes were built very flat. (Probably due to excess material.) The flat inslopes have invited considerable truck usage resulting in shoulder failure. The primary concern is the hazard caused by trucks parking on and driving down the inslopes adjacent to high speed Interstate traffic.

It was generally agreed that paving the entire inslope (15 to 18 feet) would be of questionable benefit in improving the hydraulic problem and would undoubtedly invite increased truck usage.

I explained that the ditch invert paving included in my ER damage assessment was intended to be for paving the ditch only - not the whole inslope. Also the AC invert protection was used for an estimate only, i.e., a rock 4 or 6 inch minus blanket, possibly with ditch checks, may be more economical depending on proximity of materials.

I recommend strong consideration be given to steepening the inslope (say 8:1) and lining the ditch with 6 inch minus rock in lieu of the full width paved inslope. It appears this approach will discourage dangerous truck usage of the inslope and will be an equally functional solution for the hydraulic problem and will cost less.

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FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED

I-5

cc: F. Terpin, OSHD

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION REPORT

Design		DIVISION Oregon
REGION NO. 10	REPORT ON [redacted] Section	PROJECT NO. I-5-2( )80
DATE OF INSPECTION 5/16/74	INSPECTION MADE BY T. F. Lowe, Area Engineer	

IN COMPANY WITH
Frank Terpin and Bill Cole, OSHD

REMARKS

CANYONVILLE-GLENDALE SECTION

DESIGN REVIEW

The following questionable items of eligibility and design were discussed in an effort to reach agreement during the design stage.

Each item is listed with a brief synopsis of our discussion:

1. Telephone Slide:

   1000' of right of way access fence was destroyed. This should be ER or maintenance funds; however, it was not written up in the original ER survey.

2. Sta 387:

   Canyon Creek is washing the embankment causing a slump in the pavement surface. This was not considered eligible for 1974 ER funding nor is it eligible for "I" funding. I consider this maintenance.

3. Climbing Lane, SB Canyon Mtn:

   Region requested widening of the existing shoulder to 12' to accommodate truck traffic. Frank Terpin said it will take 2' and not be much work. The State will write a letter formally requesting this.

4. Flood Eroded ditch South of Telephone Slide:

   Region wants to pave the ditch. This was covered by my ER report.

5. Sta 559, Azalea Slide:

   Sta 557 to 565 cut slide. Benches need to be reestablished to correct this slide. About 11,000 cy of cleanup is required and a small section of an access road will have to be built.

   This is a good place to get required embankment for the safety work.

6. Cow Creek:

   The State Will make some changes in the ER report to correct flood damage to the Cow Creek structure.

(more)

FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED

7. **Faulty Concrete Pavement Adjacent to Cow Creek Bridge:**

Apparently this is due to faulty concrete (foreign matter in matrix). This is considered a maintenance problem.

8. **Sta 250 to 262:**

In this area and several other places there is no shy distance at present, i.e., 10' from travel lane. End sections must be revised anyway. A Type II anchor was placed in 1972 to current standards. This job was previously not scheduled until 1976 or later but recent environmental problems have caused the schedule change.

Unless there is recent accident experience I recommend no work on this guardrail.

9. **AC Shoulders:**

The AC shoulders adjacent to PCC lanes has failed throughout the job. These shoulders were not full depth. Question - Is this eligible for "I" funding based on underdesign or maintenance? Current design with PCC would call for full depth shoulders. Mr. Gregg is preparing a submittal. Our decision will be made following Mr. Gregg's submittal.

8060

May 23, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Azalea-Quines Creek Section
Cow Creek Bridge Detour(Co. Rd.)
Project No. ER-284(1)

We are submitting six copies of a force account order covering the permanent restoration of the above-mentioned section which we wish you to approve.

Authorization to use State forces to perform the work is requested because the work involved doesn't lend itself to competitive bidding; further, it is our opinion that it is more suitable for a State force operation, can be completed more rapidly and at a lesser cost. For these reasons, we feel that it is in the public interest to perform the work with State forces.

DAR:js

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
April 30, 1974

FILE:

David A. Lee

FROM: David A. Lee,
Assist. Resident Engineer

TO: J. X. Wilson,
Region Construction Engineer

SUBJECT: Surface Treatment at Existing
Bridge Ends
Canyonville-Glendale Jct. Section
Pacific Highway
Douglas County

Transmitted herewith are proposals for the surface treatment at existing bridge ends of structures located on the subject project. The anticipated overlay depth for this section is three inches, including a one inch "E" mix seal.

ROSEBURG REGION
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The three proposals considered are as follows:

1. Jacking the structure to the new grade.

The expense associated with jacking even smaller three span structures cannot be justified for minimal changes in grade of 1 to 3 inches. A current contract in this Region has a lump sum bid price of $60,000 for raising a simple 3-span frontage road overcrossing.

The actual degree to which this method will interfere with traffic is a matter of dispute, but in most cases would be significant.

Jacking of the structure should be seriously considered only if other factors such as restricted vertical clearance or foundation settlement couple with new vertical grade alignment to justify the expenditure.

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1 Vandeng
2 A. Olson
Temple
Scott
3 Swanson
B. Olson
Jones

2. Reconstruction of the approaches.

In my opinion, this is the most desirable solution. This method would allow the engineer the latitude to treat each approach on its own requirements. It also affords the opportunity to correct conditions which have plagued our maintenance forces, ie. irregular consolidation at bridge abutments and approach fills. Poor vertical alignment of the approach can also be improved.

routing of traffic through the construction area would be no more significant than normal overlay operations.

Only one structure on this section is classed as a narrow width bridge (less than 38 feet). In addition ADT counts for this section minimize traffic control problems that would cause inconvenience to the traveling public. Our estimates for temporary direction and control of traffic are also significantly less than for regions furthur North.

3. Reduction of the overlay thickness.

This is perhaps the least satisfactory solution, but may be justified by the performance of the in-place approach and a minimal overlay thickness of three inches or less. Also, from pure economics this is the most practical.

The following proposals are submitted for your consideration.

CANYONVILLE-GLENDALE JUNCTION

STRUCTURE: 1st Street, Canyonville Br.No. 7324 MP 98.51

The 1st Street Overcrossing consists of a single three span-continuous structure. The original construction was a reinforced concrete deck girder. The structure has since been widened, both east and west, with slab spans.

The span lengths are 27, 34 and 27 respectively.

The surface widths are HCNB 49' 5" and HCSB 41' 5".

The original section has end supports consisting of pedestals, while the slab spans are cantilevered, ie. poured against existing ground.

The deck currently has a 1" asphalt overlay. The longitudinal deck joint on the east side has been cause for repeated patching.

The approaches to the structure are in good condition, except for local consolidation (4-6 ' in width) at the bridge ends.

A three inch overlay is planned for this section.

RECOMMENDATION:

1. Remove the 1" A.C. overlay.
2. Reconstruct 30' of the structure approaches.
3. Place membrane seal, class "D" and "E" mixes on structure deck (2" total).
4. Taper overlay to 1" at structure in 100 feet.

The membrane seal is recommended to cure the joint problems and to extend the life of the existing deck.

STRUCTURE: 1st Street, Canyonville (cont.)

The minor reconstruction should solve a local consolidation condition at the structure ends without the expense of total reconstruction of the approaches.

Jacking the structure appears unadviseable due to the varied construction, the number of columns per bent (6) and the pile end bents.

CANYONVILLE-GLENDALE JUNCTION

STRUCTURE: 5th Street, Canyonville Br.No. 7364A MP 98.28

The 5th Street Structure is identical to the 1st Street Structure as to physical dimensions and condition.

The southbound deck currently has a 1½ inch asphalt overlay. The northbound deck has a 2 inch asphalt overlay; the difference being maintenance patching. The patch extends from approximately 100 feet south to 20 feet north of the structure.

The southbound approaches have no patches but ¼ to ½" consolidation is evident at the immediate bridge ends.

A 3 inch overlay is planned for this section.

RECOMMENDATION:

1. Remove the existing asphalt overlays.
2. Reconstruct the approaches, 100' maximum.
3. Place membrane seal, class "D" and "E" mixes on the structure deck (3" total).
4. Taper 3" overlay to 1½-1" in 150 feet.

Jacking does not appear to be a reasonable alternative due to the varies construction, the number of columns per bent (6), and the pile end bents. A degree of uncertainty exists as to the condition of the deck under the existing overlay.

Therefore a combination of reconstruction and overlay treatment is recommended to cure a deteriorating approach condition and to prolong the life of the existing deck.

CANYONVILLE-GLENDALE JUNCTION

STRUCTURE: Cow Creek, S.B. Br.No. 6782A MP 86.52

The southbound structure is a 5-span reinforced deck girder with spans of 34, 56, 70, 56 and 34 respectively. The roadway width is 40'.

The ends of the structure rest on pile caps.

The wearing surface of the structure is the original concrete deck. Considerable cracking is evident on its top surface.

The approaches to the structure are Portland Cement Concrete and show no signs of distress.

Note: This structure failed due to scour during January, 1974.

A 3-inch overlay is planned for this section.

RECOMMENDATION:

1. The deterioration of the deck was aggrevated by tension cracking during the failure of the river pier. Some type of surface treatment is indicated.
2. Place membrane seal, class "D" and "E" mixes for an overlay thickness of 2 inches. The structure's capacity to carry this load must be verified by the Bridge Section before this recommendation is valid.
3. Taper the overlay from 3" to 2" in 100 feet.

Reconstruction of the approaches is precluded by the existing Portland Concrete pavement.

Jacking costs also appear prohibitive for a structure of this length.

CANYONVILLE-GLENDALE JUNCTION

STRUCTURE: Cow Creek, N.B. Br.No. 6782 MP 86.52

The northbound structure is a 5-span reinforced concrete deck-girder with spans of 34, 56, 70, 56 and 34 respectively. The roadway width is 30 feet.

The ends of the structure are supported on two pedestals. Maintenance forces have placed cement sacks against the south embankment for erosion control. An anticipated channel correction project associated with repair work for the southbound structure will correct this condition.

The deck currently has a 1 inch asphalt overlay.

The approaches are in good condition, showing no signs of distress.

A three inch overlay is planned for this section.

RECOMMENDATION:

1. Remove 1" overlay.
2. Place membrane seal, class "D" and "E" mixes for a total depth of 3 inches.
3. Taper overlay from 3 to 2 inches in 100 feet.

The length of this structure tends to eliminate jacking as an alternative.

The decks on the older northbound structures favor the use of membrane seals.

The exisiting approaches show no signs of distress that would justify reconstruction.

CANYONVILLE-GLENDALE JUNCTION

STRUCTURE: Quines Creek, S.B. Br.No. 6783A MP 86.40 S

The southbound structure is a 3-span continuous monolithic slab with span lengths of 25, 30 and 25 feet. The roadway width is 40 feet.

The ends of the structure rest on pile caps.

The deck of this structure has not been overlayed.

The approaches to the structure are Portland Cement Concrete pavment.

A three inch overlay is planned for this section.

RECOMMENDATION:

1. Place seal and 1-3/4" of class "D" mix (2" total).
2. Place 1 inch class "E" mix.

This is simply the most economical approach to the situation.

CANYONVILLE-GLENDALE JUNCTION

STRUCTURE: Quines Creek, N.B. Br.No. 6783 MP 86.40 N

The northbound structure is a 3-span continuous reinforced concrete deck-girder with spans of 25, 30 and 25 feet. The roadway width is 52 feet.

The ends of the structure rest on 4-column pedestals. The north embankment has been protected with cement bags.

The deck currently has an asphalt patch overlay varying from ½ inch to nothing. The patch is ravelling, exposing a deck in poor condition.

The approaches are in excellent condition.

A three inch overlay is planned for this section.

RECOMMENDATION:

1. Remove patch overlay.
2. Repair the deck, as required.
3. Place a membrane seal and class "D" mix (2" total).
4. Place 1 inch of class "E" mix.
5. Riprap embankment fills at bridge's ends.

The apparent condition of the deck dictates a surface treatment. The actual situation would be revealed by removing the existing overlay.

ANSACTION NUMBER 4-61 AND 4-62

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-23-74

BY (Signature): MR. RULIEN'S APRIL 16, 1974 LETTER

TITLE: PROJECT MANAGEMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS 1974 ER

STAGE 1*: ITEM NOS. ______ THRU ______

STAGE 2: ITEM NOS. 4 THRU 5

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
4	ER-284(1)	0.05	145,863	145,863	COW CREEK BRIDGE SECTION MP 86.52 DOUGLAS COUNTY STATE OF OREGON	PRELIMINARY ENGINEERING. TEMPORARY AND PERMANENT BRIDGE REPAIR INCLUDING DETOUR COSTS.
5	ER-285(1)	0.03	5,866	5,866	ALSEA HIGHWAY MP 30.8 BENTON COUNTY STATE OF OREGON	PRELIMINARY ENGINEERING. TEMPORARY AND PERMANENT FLOOD REPAIR, EMBANKMENT, RIPRAP, AC BASE AND WEARING SURFACING.

OTHER IDENTIFICATION AND/OR REMARKS (State)

4-23-74

E. S. HUN

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EMARKS (Division)

I CONCUR THAT THE NEGATIVE DECLARATION FOR EMERGENCY RELIEF PROJECTS RECEIVED MARCH 26, 1974 AND CONCURRED IN BY FHWA OREGON DIVISION APRIL 2, 1974 APPLIES TO THE SUBJECT PROJECTS AS PROGRAMED.

4-24-74
orginal to L.W. Rulien

RECEIVED
APR 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-23-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-68
Rev. 8-73)

GPO 915-890

- 8060

STATE COPY

cc: OSHD (Potter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-22-74

INSPECTION REPORT

REGION NO. 10	REPORT ON I-5, Canyonville - Glendale Junction Section	DIVISION Oregon
DATE OF INSPECTION 4-22-74	INSPECTION MADE BY T. P. Lowe, Area Engineer Original Signed by T. P. LOWE	PROJECT NO. I-5-2(-)100
IN COMPANY WITH Office Review of Draft EIS		

REMARKS

CANYONVILLE-GLENDALE JUNCTION SECTION
PACIFIC HIGHWAY
Draft Negative EIS

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I did not attend the Study Committee meeting on the subject draft EIS held April 19, 1974. On April 23 I reviewed the draft and discussed the following matters with Eddie Welsh.

1. Slide Correction Work

   The draft states that correction of the slide near the Azalea Interchange may produce excess embankment material. The "I" funding of the slide correction as a materials source has not been requested by the State. Excavating and disposing of extra slide material does not seem appropriate for "I" funding. In any event if the quantity of waste is substantial the statement should address the method of disposal.

2. Crushed Rock Source

   The statement says the selection of a materials source will be left to the contractor and specifications are being developed to insure all environmental concerns will be regarded. This treatment of potential environmental impact due to the contractor's activities in obtaining materials is too general. I recommend mandatory sources be used with specific coverage in the environmental statement in lieu of the broad brush specification to cover all possible eventualities.

   It is not practical to assume such a specification can adequately cover the highly judgmental area of aesthetic quality. However, if such a specification can be agreed on, it should be included in the environmental statement.

   Also the development plan for the State designated quarry 2 miles north of Canyonville should be discussed. Some indication of the quantity of material is appropriate.

   The statement that "the source will be left in a suitable condition" or "a condition satisfactory to the engineer" is a cop-out.

Copy to Potter - please discuss
5-3-74

(more)

FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED

A closer working relationship between the writer of environmental statement and the designer would be helpful.

Generalities in this draft statement indicate the statement was written before important design decisions were made.

Salem, Oregon

April 18, 1974

A. E. Shirley, Regional Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Cross-sections For Guide Signs
Canyonville-Glendale Junction Section
Pacific Highway (I-5)
Douglas County

It is contemplated to open bids for contract on the above-named project in June.

We need cross-sections of the following locations as a part of this safety project. Please take the cross-sections from the fog line out to 35 to 40 feet where there is guard rail and out to 60 feet or fence line where there is no guard rail. Please take shots at edge of shoulder guard rail and any breaks in slopes and ditches. Whenever possible, these cross-sections should be taken ten feet behind the present sign location.

S. Canyonville Sbd, 502+40 Rt., "Canyonville-First Street ↗"
S. Canyonville Nbd, 64+60 Lt., "Route Shields, Canyonville-Tiller ↗"
S. Canyonville Nbd, 111+00 Lt., "Route Shields, Canyonville-Tiller
Exit 1 Mile & Gas--Food--Lodging"
West Fork Nbd, 147+00 Lt., "Canyonville 2 - Portland 205"
West Fork Nbd, 251+00 Lt., "Canyon Creek Right Lane & Food"
Azalea Nbd, 550+00 Lt., "Canyon Creek 7, Portland 212"
Cow Creek Rest Area Nbd, 400+00 Lt., "Rest Area ↗"
Cow Creek Rest Area Sbd, 364+00 Rt., "Rest Area ↗"

We would appreciate these cross-sections at your earliest possible convenience.

WGB:wa
cc: C. T. Keasey
W. G. Beard

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A. Olsen
Terpin
Scott
Swenson
R. Olson
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8060

Salem, Oregon

April 10, 1974

J. X. Wilson, Region III Construction Engineer

F.E.T.

Frank E. Terpin, Final Design Engineer

Canyonville-Glendale Junction
Pacific Highway
Douglas County
(Material Source)

Enclosed is a copy of the Narrative Report on the subject project.

In regard to paragraph five would you please furnish this office with a development plan for the area that will provide approximately 85,000 cubic yards and leave the site in an acceptable condition.

Please submit the plan to the local Planning Commission for the conditional permit. Also initiate a surface mining permit for the Department of Geology and Mineral Industries and have it approved by the County.

This project has been placed on a priority list to be contracted as soon as plans can be completed. Therefore, it would be appreciated if we could have this development plan by May 24, 1974. Also please indicate if you wish this source to be mandatory or prospective.

WEC:we
Enclosures
cc: C. G. Swenson

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A. Olson
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Canyonville-Glendale Jct.
Pacific Highway Douglas County

NARRATIVE REPORT

5-3-72

This is a survey to prepare plans & Specifications for an overlay & full safety program from Canyonville, M.P. 98.92, Sta. 494+00 to Glendale Junction, M.P. 81.41, Sta. 421+00.

Levels & Cross-sections were taken only where necessary to determine grading and drainage requirements.

The quantities are based on 2" overly from Canyonville to Azalea, and improvement of median shoulders only from Azalea to Glendale Junction. No allowance for patching has been included inthe quantities.

The material needed to flatten slopes is to be obtained from the slide area near Azalea, the excess being waste.

Aggregates may be obtained from material source near M.P. 92.07. The material is to be obtained from a location westerly of the existing face and the material from this new portion of the source has not been tested.

The construction detail was placed on un-reduced "As Constructed" plans after the plans were checked for accuracy. These plans are four in number.

A truck crossing near the summit of Canyon Pass will be allowed for hauling of embankment.

Alfred W. Bates

Alfred W. Bates
Resident Engineer

Form FHWA 121 (Rev. 5-73) 8060

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 5, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-5-2(-)
Canyonville-Glendale Junction Section
Pavement Overlay

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I approve your request to consider the Canyonville-Bear Gulch Section (MP 97.94 to 98.94) and the northbound lane of Azalea-Glendale Junction Section (MP 81.45 to 87.36) as having a planned two inch stage overlay. The one inch open graded plant mix seal is approved for placement on subject section.

The project base design for these sections clearly show an intended two inch AC stage overlay. It is obvious that omission of the stage AC overlay in the program process was inadvertent.

for G.K. Hosmer
G. L. Green

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E. S. HUNTER

NOTED
A. E. JOHNS[illegible]

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Shirley

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APR 11 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#8060

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FORM

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

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Terpin
Swanson
R. Olsen
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DATE April 4, 1974

TO J. X. Wilson, Region III Construction Engineer

F.E.T.

FROM Frank E. Terpin, Final Design Engineer

SUBJECT (Surfacing Treatment at Existing Bridge Ends)
Canyonville-Glendale Junction
Pacific Highway
Douglas County

Three proposals considered on the subject are:

1. Raise the structure to the new grade. This treatment, generally the most desirable, is expensive. Sometimes it is so costly it can not be economically justified. In other cases it is not feasible to raise the structure because of length. Interference with traffic is significant but not to the degree as with excavating the existing surfacing.

2. Excavate the existing surfacing for a distance from each end of the structure and replace with full-depth asphalt as needed to provide the C.B.E. requirements.

   The problems encountered removing the existing surfacing at bridge ends and replacing with deep lift asphaltic concrete surfacing on overlay projects can be numerous especially when existing traffic has to be staged through narrow width bridges (less than 38 feet).

   The hazards encountered by the traveling public include narrowing to one-lane traffic for most of the workdays during a two week period. Also, the problem of accommodating over-width vehicles (over 12 foot wide loads) during this period of construction. The major problem is the 14 foot wide trailers and modular homes that are becoming more and more numerous on our freeways. They have a tendency to stop or reduce speed to a crawl when encountering restricted horizontal clearance, thereby backing traffic up behind them.

3. Reduce the overlay thickness for a distance from each end of the structure the amount necessary to meet the structure or to overlay the structure as permitted by the Bridge Design Section. This treatment would, therefore, not provide the required pavement strength at the ends of the structures.

> On those projects requiring three inch overlays or less this problem is perhaps not too significant. On those projects that require over three inches this could be a major problem since the pavement strength would be reduced substantially. The decision to use this alternate must be carefully considered. The responsibility for recommending this alternate lies with the Region as you will be responsible if the pavement at structure ends should fail.

Each bridge end should be studied individually as to the seriousness of the problem. Refer to the included list of bridges that will be encountered on this project (including their respective roadway widths). The proposed overlay is three inches. (incl. "E" mix seal)

Would you please review the proposals and recommend which proposal you want used.

This project has been placed on a priority list to be contracted as soon as plans can be completed. Therefore, it would be appreciated if we could have your decision by April 19, 1974.

FET:we
Attachment
cc: W. E. Cole

Canyonville-Glendale Junction

Milepoint	Br. No.	Name/Area	Roadway Width
98.51	7324	1st Street, Canyonville	HCNB 49'-5", HCSB 41'-5"
98.28	7364A	5th Street, Canyonville	HCNB 41'-5", HCSB 41'-5"
86.52	6782	Cow Creek (NB)	30'
86.52	6782A	Cow Creek (SB)	40'
86.40N	6783	Quines Creek (NB)	52'
86.40S	6783A	Quines Creek (SB)	40'

3-26-74

Canyonville-Glendale Jct.
Pacific Highway Douglas Co.

NARRATIVE REPORT

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Aggregates may be obtained from material source near M.P. 92.07. The material is to be obtained from a location westerly of the existing face and the material from this new portion of the source has not been tested.

The construction detail was placed on un-reduced "As Constructed" plans after the plans were checked for accuracy. These plans are four in number.

A truck crossing near the summit of Canyon Pass will be allowed for hauling of embankment.

6" [illegible]
Tunnel
[illegible]

Alfred W. Bates
Resident Engineer

8060

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 21, 1974

NOTED
E. S. HUNTER

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
Post Office Box 300

Dear Mr. Green:

Re: Canyonville-Glendale Junction
Section
Pacific Highway
Douglas County

We are planning an overlay section from Canyonville to Glendale Junction. This proposed project encompasses four original projects constructed in about 1965 and opened to traffic in 1966.

All four projects were stage constructed, with the final two inches asphaltic concrete planned to be placed at a later date. Unfortunately, during programming a short section in the Canyonville-Bear Gulch Section, M.P. 97.94 to M.P. 98.94, and all of the northbound lane, M.P. 81.45± to M.P. 87.36± in the Azalea-Glendale Junction Section, were inadvertently omitted.

Numerous deflection measurements have been made throughout the entire length of the proposed section and the results indicate very little difference in the strength characteristics from project to project.

Your approval is requested for including the two sections mentioned in paragraph two with the subject section for a two-inch asphaltic concrete overlay and a one-inch open graded plant mix seal.

Very truly yours,

Victor D. Wolfe
Location Engineer

RECEIVED
MAR 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

CJG:af mc
bc E. S. Hunter
F. W. Yarbrough

I-5

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
January 30, 1973

SUBJECT: Overcrossing Structures
Canyonville-Glendale Jct.
I-5

To: Frank Hall
Design Engineer
SALEM

Attached is a report from our Geology Section concerning the A.C. surfacing on bridge decks on the above section you requested some time ago. This would be our recommendation on resurfacing under an overlay program in the event no consideration is given to membrane waterproofing. If waterproofing is decided upon, then the existing surfacing would be removed, of course, and further treatment would be required.

J. X. Wilson
J. X. WILSON
Region Construction Engineer

JXW/cw
Attach.

cc Elliott Parker

1 Hall X
A. Olson
2 Turpin T
Scott
3 ...nson C.H.
R. Olson
Traut T

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DESIGN SECTION

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1 Cole ____ Reed
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BY FINAL DESIGN ENGINEER

FORM 0-10 (REV. 10-00)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, oregon
December 5, 1972

SUBJECT: Over-crossing Structures
Canyonville-Glendale Jct. I-5

To: J.H. Versteeg
Region Engineer

The following are observations and recommendations as to corrective measures for subject structures:

M.P. 98.51 O'Xing 5th Street Bridge No. 7324
Structure now has A.C. overlay. Southbound side of structure on the northerly and southerly ends shows visible grade settlement and distortion Pavement on structure appears dry on inside lane and a small amount of bleeding on outside lane but is still quite serviceable. It has not been patched.

To correct rideability the approaches on both ends would have to be removed and patched in to meet the structure, 30 ft. out on the south end and 100 ft. out on the north end. The north end has a distorted super transition before meeting structure. To correct this approximatly 200 ft. of existing pavement would have to be removed and the super tapered down to meet the structure more gradually.

Northbound side,on the southend the grade has settled aproximatly 0.15 and has been patched. Local depression now from structure south 10 ft. Pavement surface on structure has a longitudinal crack one inch to two inches wide 10 ft. to left of northbound centerline extends full length of structure. To correct this condition deck surfacing and grade surface should be removed and replaced from 10 ft. south to 15 ft. north of structure.

M.P. 98.28 O'Xing 1st Street Bridge No. 7364A
Structure has A.C. overlay. Southbound side has grade settlement on south end of 0.15 from structure south 25 ft. This is most pronouced in outside lane and shoulder area. North end has grade settlement from structure north 50 ft. Horizontal cracks are on both ends of structure. South end the A.C. should be removed and replaced, than recommend patching northerly approach and overlaying entire section from 75 ft. north to 25 ft. south of structure. Existing A.C. on structure 2 inches.

Northbound side has been patched, existing A.C. on structure 3½ inches. Surface shows settlement on northerly end inside lane. There is a longitudinal crack in the A.C. in the outside wheel track entire length of the structure approximantly ½ inch wide. Considering the amount of existing A.C. on structure now, would recommend removal from 100 ft. south to 50 ft north of structure and then patch approaches and overlay entire section.

[illegible]

M.P. 86.52 Southbound structure over Cow Creek Bridge No. 6782A
Concrete surface on structure and P.C.C. on grade. The north end impact panel is spalling due to foreign matter in concrete, sticks and wood, slight amount evident on structure. Deck has areas of small checks and cracks. General appearonce shows finish waring off. To correct would have to raise expansion joint material and overlay entire section with one inch of A.C. feathering it out 50 ft both ends of structure.

M.P.86.52 Northbound Structure over Cow Creek Bridge No. 6782
A.C. surface 3/4 inch thick over deck. South end expansion joint is broke out, the remainder should be removed and replaced up to the top of the wearing surface. The asphalt surface appears dry and shows some spalling out. Three holes have been patched. To correct this condition the existing overlay should be removed and than overlayed. The north end expansion joint needs repairing simular to the south end. Very sight grade settlement on both ends.

The steel rail on this structure is rusted very badly. This needs to be sand blasted repainted. Also the rail concrete posts are checking and the concrete falling apart on the northwest end of the structure.

M.P.86.40 Southbound structure over Quines Creek Bridge No. 6783B
Concrete surface on structure and P.C.C. on grade. On the north end of the structure a 20 ft. section of concrete pavement has settled on the northerly end giving a ski-jump affect onto the structure. The concrete is showing some spalling apparently due to wood sticks in concrete aggregate both on grade and on structure. A.C. shoulders on grade are braking away from concrete pavement. To correct the surface an overlay starting north of Bridge No. 6782A and continued through to 100 ft. south of this structure is recommended. However if a overlay is used the expansion joint materail would have to be raised.

M.P. 86.40 Northbound structure over Quines Creek Bridge No. 6783
The wearing surface on the grade and structure is A.C. The south end shows grade distortion from structure south 50 ft. and also across structure. Traffic has woren outside wheel track leaving a groove from 100ft. south to 100 ft. north of structure. The existing A.C. on structure is only 3/4 inch thick there fore would recommend removal of existing A.C. on structure and overlaying from 100 ft. south to 100 ft. north of structure.

Elliott Parker
Region Geologist
By Don Petersen

Don Petersen

I-5

Form [illegible] (Rev. [illegible])

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 10, 1972

SUBJECT: Overcrossing Structures
Canyonville- Glendale Jct.
Interstate 5

To: J.H. Versteeg,
Regional Engineer

My recommendation for surfacing the following listed structures on an overlay program are as follows:

M.P. 98.28, Fifth Street Overcrossing Northbound.

Present pavement cracked and alligatored.

Recommendation: Remove present pavement, seal and overlay with 1½ "C" Mix A.C..

M.P. 98.28, Fifth Street Overcossing Southbound

Deck in good shape, dry, settlment of roadway at both ends.

Recommendation: Overlay deck with one-inch "C" Mix A.C.. Excavate each end, full width for 100 feet and backfill with "B" Mix A.C..

M.P. 98.51, First Street Overcrossing Northbound.

Deck pavement cracked and spalling. Concrete deck starting to spall. Roadway settlement on South end.

Recommendation: Remove deck paving, seal, repave with 1½ "C" Mix. Excavate South end full width for 100 feet and replace with 12 inches of "B" Mix A.C..

NOTED
W. E. COLE

1 Hall ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Troul 4

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M.P. 98.51, [illegible] Street Overcrossing Southbound.

Deck in good condition, dry, roadway settlement at South end.

Recommendation: Overlay with one inch of "C" Mix. Excavate South end full width, backfill with 12 inches "B" Mix.

M.P. 86.52, Structure over Cow Creek Northbound.

Has thin layer of "B" Mix which is spalling and concrete deck is starting to spall.

Recommendation: Remove A.C. pavement, seal and overlay with 1½ inches of "C" Mix. Feather overlay to meet bridge.

M.P. 86.52, Structure over Cow Creek Southbound.

Concrete deck spalling and cracked.

Recommendation: Seal and Overlay with 1½ inches of "C" Mix.

M.P. 86.40, Structure over Quines Creek Northbound.

Has thin layer of "B" Mix which is spalling and concrete deck has started to spall.

Recommendation: Remove A.C. pavement, seal, and overlay with 1½ inches "C" Mix. Feather overlay to bridge.

M.P. 86.40, Structure over Quines Creek Southbound.

Concrete deck spalling and cracked.

Recommendation: Seal and overlay with 1½ inches "C" Mix.

Alfred W. Bates

Alfred W. Bates,
Resident Engineer

#8060 I-5

Salem, Oregon

1 Hall
A. Olsen
Turpin
Scott
Swenson
R. Olson
[illegible] FT

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October 17, 1972

J. H. Versteeg
Region 3 Engineer

Frank E. Terpin
Final Design Engineer

Canyonville-Glendale Jct. Section
Condition of Surfacing of Overcrossing Structures

Please inform this office of the condition of the deck surfacing of the 6 structures listed on the attached sheet.

When the Rock Point-Seven Oaks Section was overlaid, we encountered the problem of either stripping existing surfacing from bridge decks and overlaying with new a.c. or leaving existing surfacing on decks and terminating roadway resurfacing 2" to 3" at the bridge ends by strengthing the existing roadway base 150'± back and ahead of end of structure.

FET:jc
Attachment

cc: W. E. Cole

Canyonville - Glendale Jct.

Milepoint	Type of Str.	Name	Bridge
98.51	O'Xing	1st Street	7324
98.28	O'Xing	5th St. Conn.	7364 A
86.52 (NB)	Str. over Creek	Cow Creek	6782
86.52 (SB)	Str. over Creek	Cow Creek	6782
86.40 (NB)	Str. over Creek	Quines Creek	6783
86.40 (SB)	Str. over Creek	Quines Creek	6783B

8060 Canyonville-Glendale Jct. 1974
Sec. of Pacific Hwy.
(grade,pave,sign,structure) #2

.806 7.5 STATE COPY 75

MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Douglas
MODIFICATION NUMBER 1	*(PPM 21-7)*	PROJECT NUMBER ERFO-284(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 23, 1974, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 96,251	$ 125,808
Federal Funds	$ 96,251	$ 125,808
Other revisions		

This modification is made for the following reasons:

increase in contract bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of September, 1975.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O. Wright
for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division
September 3, 1975

Federal-Aid Project
No. ERFO-284(3)

CANYON CREEK PASS-CANYONVILLE SECTION
PACIFIC HIGHWAY
DOUGLAS COUNTY

Revised Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	$ 200.00
Total	$ 200.00

Type Code 6201
Temporary Repairs (M.P. 90.3 to 91.7 - M.P. 97.2)

Labor	$ 10,452.00
Equipment	16,026.00
Material	2,274.00
Total	$ 28,752.00

Permanent Restoration by State Forces (M.P. 97.2)
Approved State Force #1

Labor	$ 6,620.00
Equipment	3,386.00
Material	850.00
	$ 10,856.00
Total Work by State Forces	$ 39,608.00

Type Code Y006
Permanent Restoration (M.P. 90.3 to M.P. 91.7 and M.P. 97.2)

*General Excavation	2,135 cu.yds.	4.00	$ 8,540.00
*Gravel Ditch Lining	4,403 cu.yds.	9.00	39,627.00
*Trench Excavation	160 cu.yds.	6.50	1,040.00
12-inch Culvert Pipe	10 lin.ft.	10.00	100.00
*18-inch Culvert Pipe	216 lin.ft.	12.75	2,754.00
36-inch Culvert Pipe	20 lin.ft.	30.00	600.00
*Extra for Pipe Under Pavement	127 lin.ft.	25.00	3,175.00
Concrete Inlets, Type G-21A	4 only	450.00	1,800.00
Type 2 Fence	900 lin.ft.	2.00	1,800.00
16 Ft. Single Gate	1 only	300.00	300.00
Paved Culvert End Slopes	58 sq.ft.	5.00	290.00
Grouted Riprap	200 cu.yds.	50.00	10,000.00
*Reconstructing Concrete Inlets	23 only	300.00	6,900.00
	Subtotal		$ 76,926.00
	Engineering		9,074.00
	Total		$ 86,000.00

*Increase in quantities

Length of Project - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 200.00	$ 200.00
Temp. & Perm. Repair (S.F.)	39,608.00	39,608.00
Contract Repair	86,000.00	86,000.00
	$125,808.00	$125,808.00

P.E. Prefix	610-1440-07
S.F. Repair Prefix	610-4432-341-03
S.F. Repair Prefix	610-4432-341-04
S.F. Work Order #1	610-4732-144-04

Group 3 - 1%

Contract No. 8060

Contract Prefix: 610-1048

Cow Creek
Douglas County
Highway Job No. 96

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Canyonville-Glendale Junction
Pacific Highway

Expires: 9-18-76

MATERIAL REMOVAL PERMIT NO. 1635-Revised

J. C. COMPTON COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox, Director

September 4, 1975
Date

141-31-06-74

ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 1635

1. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.

2. There shall be no removal or filling in the permit area between October 15 and June 15.

3. There shall be no operation of equipment in the active flowing stream between October 15 and June 15.

4. At the project's completion the stream shall be placed in a single channel.

5. All potholes or removal pits shall be leveled at the end of the season's work.

6. A new channel may be constructed under these conditions:

   a. There shall be no operation of equipment in the active flowing stream except to connect the newly dug channel into the existing stream.

   b. The old channel shall be permanently blocked with impervious material protected by suitable bank protection.

   c. Spoils from the excavation of the new channel shall be stockpiled and after the diversion has been accomplished the material may be used to fill the abandoned channel.

   d. The new channel shall be completely excavated before diverting the stream flow.

7. Waste materials and spoils shall be placed above the bankline.

8. No removal of existing woody vegetation shall occur.

9. Turbid waste waters from the project shall not be allowed to re-enter the waterway.

10. Areas of streambank disturbance shall be seeded or planted with grass and/or legumes and willows.

11. Log groins shall be designed to not become dislodged.

12. Woody debris shall be removed from stream channel.

13. Removal shall be in accordance with plan submitted by Bill Mayhew with revised application to the Division of State Lands.

14. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

September 4, 1975

RECEIVED
JUL 28 1975
DIVISION OF STATE LANDS

Material Removal

For

Additional Material requested under Permit No. 1635 and Material Removal Permit Application submitted April 28, 1975.

Note: Bars 1, 2, 3, & 4 refer to Permit No. 1635 and Bar 5 is under the new application.

Sequence of Removal

First	Bar 1
Second	Bar 2
Third	Bar 5
Fourth	Bar 4
Fifth	Bar 3

Bar 1 - Remove material from the bar between the existing channel and a line through the bar between two points of land on the east bank, one being at the upstream end of the bar and one being at the downstream end. Slope the removal area so that the channel will remain against the west bank. Put a pipe in at the upstream end of Bar 1 so the haul can cross onto Bar 2.

Bar 2 - Remove material on the east side of the bar from the existing channel to approximately 100 ft. into the bar. Slope the removal area so that the channel will remain against the east bank. Put a pipe in at the upstream end of Bar 2 so the haul can cross over to the haul road.

Bar 5 - Divert the channel into the old stream bed with a plug and remove material from the bar to the west bank of the existing channel. Slope the removal area so that the channel will remain against the west bank. Pull the first plug and put the creek into the existing channel by putting a plug in the old stream bed. (This plug should be large enough to prevent its being washed out in high water.) Remove material on the east side of the bar maintaining the slope to the existing channel bottom. Haul can go down either side of the creek to Bar 4 but when going down the west bank a pipe will have to be installed at the upstream end of Bar 4 so the haul can cross over to Bar 4. Four other pipes will be required to get to the haul road. These are described later.

Bar 4 - Remove material between the existing channel and the log groines on the east bank, maintaining a slope to keep the channel in its present position upstream from the small bar on the west side. Remove material from the small bar on the west bank so that the existing channel will be moved about 60 ft. west at the center of this bar, sloping the removal area to keep the channel in this position. (This will straighten the channel through this area.) Maintain the channel next to the cottonwoods on the east bank at the upstream end of the east bar and next to the cottonwoods on the west bank at the downstream end of the west bar. Put a pipe in at the upstream end of the small bar on the west side so the haul can cross from the east bar to the small west bar. Put a pipe in at the downstream end of the small bar on the west side so the haul can cross back over to the east bank. Put a pipe in at the upstream end of Bar 3 so the haul can cross over to Bar 3.

Bar 3 - Remove material from the bar to the west bank maintaining a slope to keep the channel against the west bank. Put a pipe in at the lower end of Bar 3 so the haul can cross over to the haul road. Change the water to the new channel and plug the old one with a plug large enough to withstand seasonal high water. Remove the little material remaining on the east side of the bar maintaining a slope to keep the creek in its new channel.

In each area where the existing channel is to be slightly moved or just deepened a berm will have to be constructed to keep the equipment and operations separated from the flowing stream. These berms will be removed upon completion of channel work.

Each pipe will be removed as the operations beyond that pipe are completed.

Bar 3 - Remove material from the bar to the west bank maintaining a slope to keep the channel against the west bank. Put a pipe in at the lower end of Bar 3 so the haul can cross over to the haul road. Change the water to the new channel and plug the old one with a plug large enough to withstand seasonal high water. Remove the little material remaining on the east side of the bar maintaining a slope to keep the creek in its new channel.

In each area where the existing channel is to be slightly moved or just deepened a berm will have to be constructed to keep the equipment and operations separated from the flowing stream. These berms will be removed upon completion of channel work.

Each pipe will be removed as the operations beyond that pipe are completed.

PURCHASE ORDER

STATE OF OREGON

PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H 354896

SHIP TO	J. E. [illegible], Room 223, State Highway Building, Salem, OR 97310
BILL TO	OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION 438 HIGHWAY BUILDING, SALEM, OREGON 97310

P.O. DATE: 7-30-75

NO. INVOICES: 3

COMMODITY CODE:

ACCOUNT NUMBER	CREW NUMBER	BIENNIUM	BID NUMBER
	007-00		

CLASS.	FUND, PROJECT OR APPROPRIATION	REG. NO.	AGENCY NO.
			734

VENDOR

Division of State Lands
1445 State Street
Salem, Oregon 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.

IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.

STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.

SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B.

DELIVERY REQUIRED

TERMS

QUANTITY ORDERED	UNIT	REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
1	ea		x RENEWAL - Removal/Fill Permits [illegible] No. 96 and 96-addition Canyonville-Glendale Junction Pacific Highway Douglas County			$100.00	610-1048-900P

I Certify the Above Items are within Current Budget Allowance	DATE	I Certify these Items are Authorized by the Dept. of General Services	DATE
ORDERED BY:	7-30-75	AUTHORIZED AGENT SIGNATURE	7-30-75
APPROVED	7-30-75	RECEIVED BY	DATE

FORM 81-734-1036

ORIGINATOR

Cow Creek
Douglas County
Highway Job No. 96
Canyonville-Glendale Jct. Sec.
Pacific Highway

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Expires: 9-18-76

MATERIAL REMOVAL PERMIT NO. 1574-Renewal

J. C. COMPTON COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

Stanley F Hamilton
William S. Cox, Director

August 25, 1975
Date

141-1' 06-74

ATTACHMENT "A"

Special Conditions for Material Removal Permit No. 1574

1. The operation shall be conducted in a manner that will prevent any turbidity increase when background turbidity is 30 JTU's or less, or more than a 10% increase when background turbidity is more than 30 JTU's.

2. The operation shall be conducted behind a berm or leave strip sufficient to isolate the operation from the free flowing stream.

3. There shall be no operation of equipment in the active flowing stream between October 15 and June 15.

4. The stream shall not be diverted from the natural bed but may be diverted within the bed.

5. Waste materials and spoils shall be placed above the bankline.

6. No removal of existing woody vegetation shall occur.

7. Turbid waste waters from the project shall not be allowed to re-enter the waterway.

8. Clean, erosion resistant rock from an upland source shall be used as riprap in areas of streambank disturbance to prevent abnormal erosion of streambanks.

9. The Division of State Lands retains the authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

August 25, 1975

14

80.60

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STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

DATE: August 22, 1975

FROM: J. Peterson for
R. J. Hacek
Accounting Systems Officer

SUBJECT: J. C. Compton
Contracts: 8059, 8060, 8146, 8153, 8222 & 8236

J. C. Compton has deposited bonds with the State Treasurer in lieu of retainage on Highway contracts as follows:

Contract(s)	Safekeeping Receipt	Amount
8222	1610	$ 6,000.00
8222	1611	3,500.00
8059 & 8060	1612	3,000.00
8059 & 8060	1613	5,000.00
8153	1614	5,000.00
8153	1615	10,000.00
8146	1616	12,000.00
8146	1617	4,000.00
8199	1618	10,000.00
8236	1619	10,000.00
8059 & 8060	1621	6,000.00
8059 & 8060	1622	35,000.00

Copies of the Safekeeping Receipts will be filed, in the various contract files, in the Commission Services office.

JP:pl

6
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State of Oregon
Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 21, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed are State Treasurer's Safekeeping Receipts dated 8/15/75 on Due Bill from Black & Company Inc., Portland Oregon as per description below:

Number	Description	Amount	Hiway Contract No.
1610	Eugene Ore. G.O. Bonds	$ 6,000.00	8222
1611	Malheur Co. S.D. #266	3,500.00	8222
1612	Malheur Co. S.D. #266	3,000.00	8059 and 8060
1613	Lane Co. S.D. #52	5,000.00	8059 and 8060
1614	Wolf Creed Hiway Water bd.	5,000.00	8153
1615	Beaverton Imp. G.O. Bond	10,000.00	8153
1616	Washington Co. SD #95(#48)	12,000.00	8146
1617	Multnomah Co. S.D. #3	4,000.00	8146
1618	Jackson Co. S.D. #9	10,000.00	8199
1619	Linn UHSD #8	10,000.00	8236
1621	Lake Oswego G.O.	6,000.00	8059 and 8060
1622	Multnomah Co. S.D. #3	35,000.00	8059 and 8060

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Hack

COPY

5

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ · 1621

Received for Account of J. C. Compton Company

Date August 15, 1975

P. O. Box 86

Address McMinnville, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Due Bill from Black and Co. Inc. dated August 6, 1975 Lake Oswego, Oregon G. O. Bonds due 4-1-76 3 1/8%	377/382	6	1,000.				$6,000.00
							$6,000.00

Purpose of Deposit In lieu of retainage for Oregon State Highway Contract Nos. 8059 and 8060

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy Cashier

James A. Redden State Treasurer

SPECIAL INSTRUCTIONS

5

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1622

SAFEKEEPING RECEIPT

Received for Account of J. C. Compton Company

Date August 15, 1975

P. O. Box 86

Address McMinnville, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Due Bill from Black and Co. Inc. dated August 6, 1975 Multnomah County Oregon S. D. #3 Parkrose Bonds Due 6-15-76 6.80%	10/16	7	5,000				$35,000.00
							$35,000.00

Purpose of Deposit In lieu of retainage for Oregon State Highway Contracts Nos. 8059 & 8060

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

5

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1613

Received for Account of J. C. Compton Company

Date August 15, 1975

P. O. Box 86

Address McMinnville, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Due Bill from Black and Co. Inc. dated August 6, 1975 Lane County S. D. #52 Bonds due 1-1-76 3.25%	216/220	5	1,000.				$5,000.00
							$5,000.00

Purpose of Deposit In lieu of retainage for Oregon State Highway Contract Nos. 8059 and 8060

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy Cashier

James A. Redden State Treasurer

SPECIAL INSTRUCTIONS

5

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1613

Received for Account of J. C. Compton Company

Date August 15, 1975

P. O. Box 86

Address McMinnville, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Due Bill from Black and Co. Inc. dated August 6, 1975 Lane County S. D. #52 Bonds due 1-1-76 3.25%	216/220	5	1,000.				$5,000.00
							$5,000.00

Purpose of Deposit In lieu of retainage for Oregon State Highway Contract Nos. 8059 and 8060

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

5

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING
RECEIPT

№ 1612

Received for Account of J. C. Compton Company
P. O. Box 86
Address McMinnville, Oregon

Date August 15, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Due Bill from Black & Co. Inc. dated August 6, 1975 Malheur County School Dist. #286 Bonds due 1-1-76 3.20%	146/151	6	500.00				$3,000.0
							$3,000.0

Purpose of Deposit In lieu of retainage for Oregon State Highway Contracts Nos. 8059 and 8060.

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

8060 B

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert Straub
TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 7, 1975

State Treasurer
Rm. 103 Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Please return $10,000.00 in Salem Urban Renewal bonds (Safekeeping Receipt 1504) and $10,000.00, in State of Oregon bonds (Safekeeping Receipt 1503) to the contractor J. C. Compton Co. These bonds, deposited in lieu of retainage on contracts 8059 and 8060, have matured and are not needed at this time to fulfill retainage requirements.

Vernon E. Skoog
Controller

By

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: J. C. Compton Co.

bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

STATE OF OREGON INTEROFFICE MEMO ~~24-5-5-76~~

TO: Reviewing agencies DATE: July 28, 1975

FROM: DSL Environmental Management Unit

SUBJECT: RP 1635 and RP application No. 1999 - J. C. Compton Co.

The attached information is submitted for revision and renewal of RP 1635, and for revision of Application No. 1999. Both are issued to J. C. Compton Co. for commercial removal on Cow Creek. Note that the bars are numbered differently than the original 1635 application.

Please respond by August 15, 1975.

cc: Dept. of Fish and Wildlife
Dept. of Environmental Quality
Water Resources Department
Soil & Water Conservation Commission
✓ Don Trout, Highway Division

RECEIVED
JUL 29 1975
ROAD DESIGN SECTION

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout ✓

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Copy to Tison for comments

81.125.1307

RECEIVED
JUL 28 1975
DIVISION OF STATE LANDS

Material Removal

For

Additional Material requested under Permit No. 1635 and Material Removal Permit Application submitted April 28, 1975.

Note: Bars 1, 2, 3, & 4 refer to Permit No. 1635 and Bar 5 is under the new application.

Sequence of Removal	First	Bar 1
	Second	Bar 2
	Third	Bar 5
	Fourth	Bar 4
	Fifth	Bar 3

Bar 1 - Remove material from the bar between the existing channel and a line through the bar between two points of land on the east bank, one being at the upstream end of the bar and one being at the downstream end. Slope the removal area so that the channel will remain against the west bank. Put a pipe in at the upstream end of Bar 1 so the haul can cross onto Bar 2.

Bar 2 - Remove material on the east side of the bar from the existing channel to approximately 100 ft. into the bar. Slope the removal area so that the channel will remain against the east bank. Put a pipe in at the upstream end of Bar 2 so the haul can cross over to the haul road.

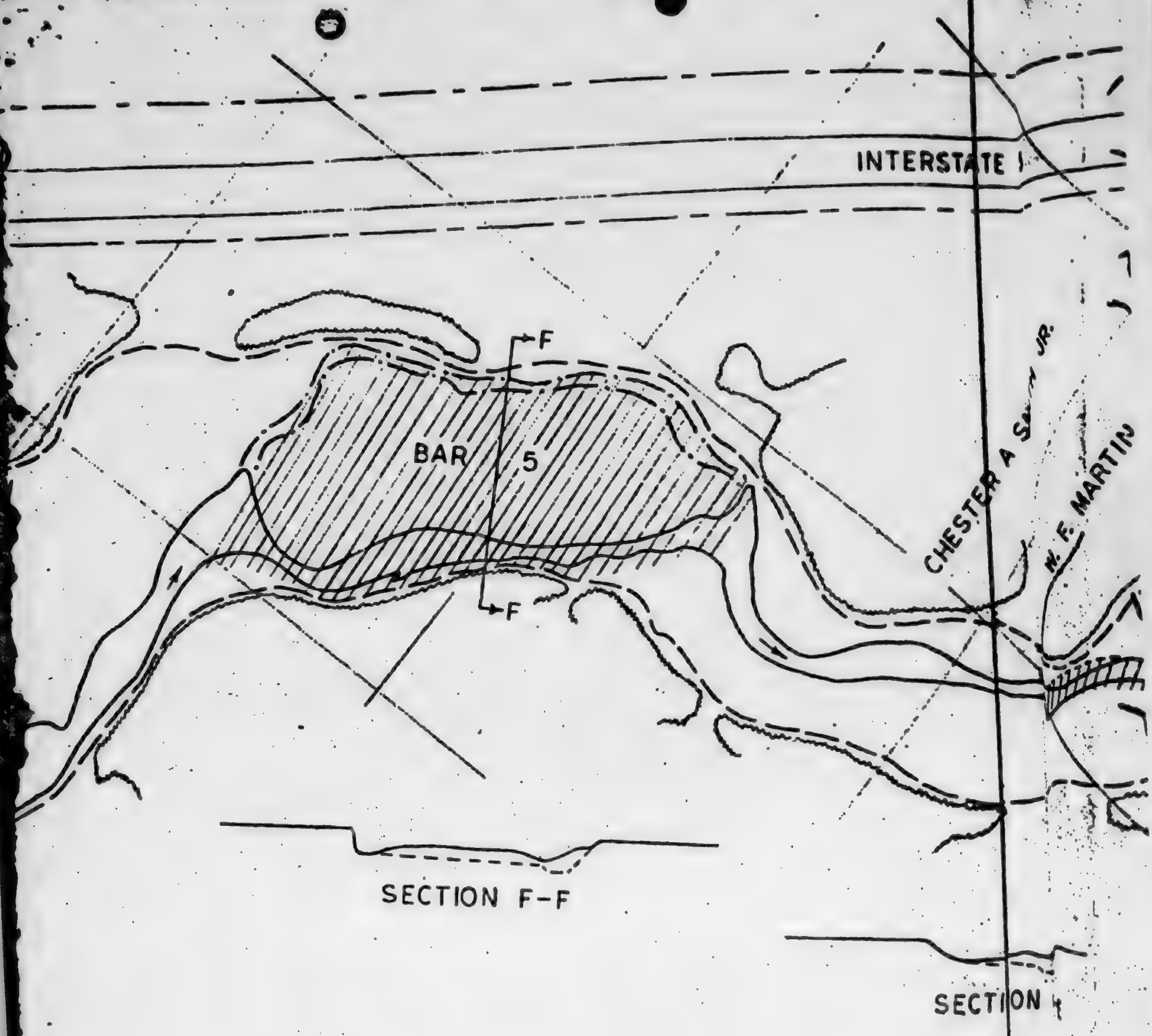
Bar 5 - Divert the channel into the old stream bed with a plug and remove material from the bar to the west bank of the existing channel. Slope the removal area so that the channel will remain against the west bank. Pull the first plug and put the creek into the existing channel by putting a plug in the old stream bed. (This plug should be large enough to prevent its being washed out in high water.) Remove material on the east side of the bar maintaining the slope to the existing channel bottom. Haul can go down either side of the creek to Bar 4 but when going down the west bank a pipe will have to be installed at the upstream end of Bar 4 so the haul can cross over to Bar 4. Four other pipes will be required to get to the haul road. These are described later.

Bar 4 - Remove material between the existing channel and the log groines on the east bank, maintaining a slope to keep the channel in its present position upstream from the small bar on the west side. Remove material from the small bar on the west bank so that the existing channel will be moved about 60 ft. west at the center of this bar, sloping the removal area to keep the channel in this position. (This will straighten the channel through this area.) Maintain the channel next to the cottonwoods on the east bank at the upstream end of the east bar and next to the cottonwoods on the west bank at the downstream end of the west bar. Put a pipe in at the upstream end of the small bar on the west side so the haul can cross from the east bar to the small west bar. Put a pipe in at the downstream end of the small bar on the west side so the haul can cross back over to the east bank. Put a pipe in at the upstream end of Bar 3 so the haul can cross over to Bar 3.

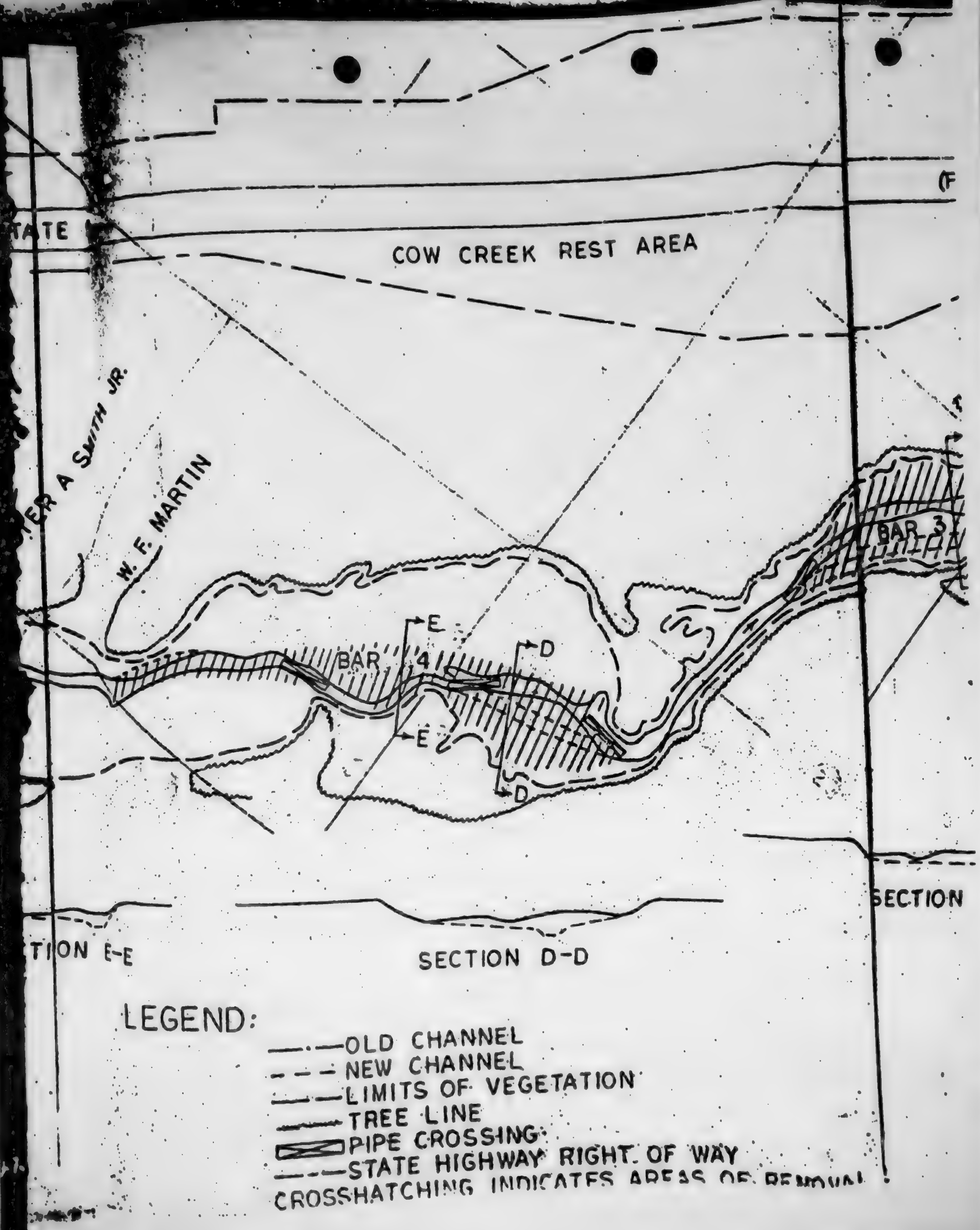
Bar 3 - Remove material from the bar to the west bank maintaining a slope to keep the channel against the west bank. Put a pipe in at the lower end of Bar 3 so the haul can cross over to the haul road. Change the water to the new channel and plug the old one with a plug large enough to withstand seasonal high water. Remove the little material remaining on the east side of the bar maintaining a slope to keep the creek in its new channel.

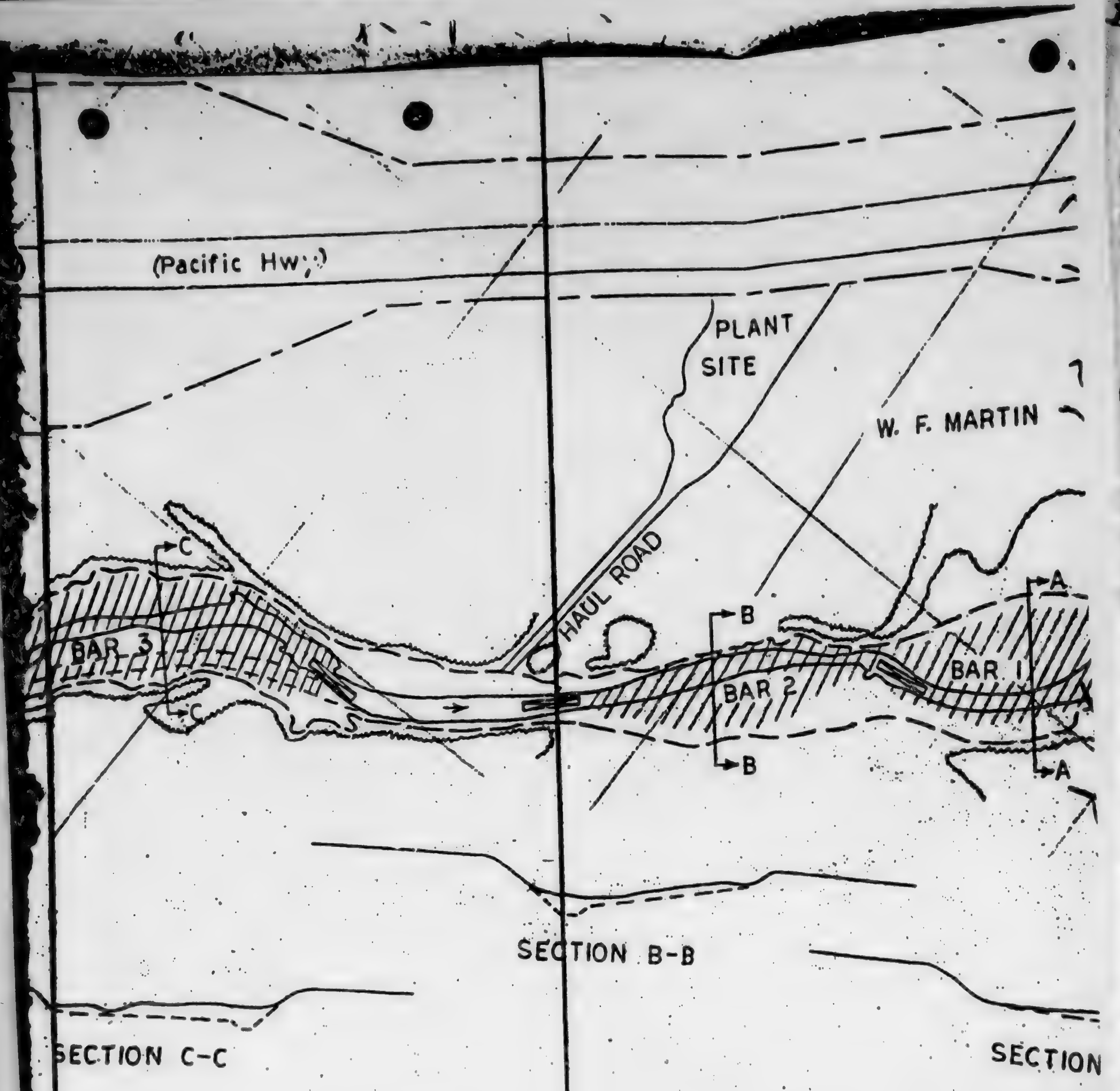
In each area where the existing channel is to be slightly moved or just deepened a berm will have to be constructed to keep the equipment and operations separated from the flowing stream. These berms will be removed upon completion of channel work.

Each pipe will be removed as the operations beyond that pipe are completed.



J C COMPTON CO
COW CREEK
MATERIAL SOURCE
T. 32 S., R. 6 W., W.M.
SCALE 1 in = 380 ft.

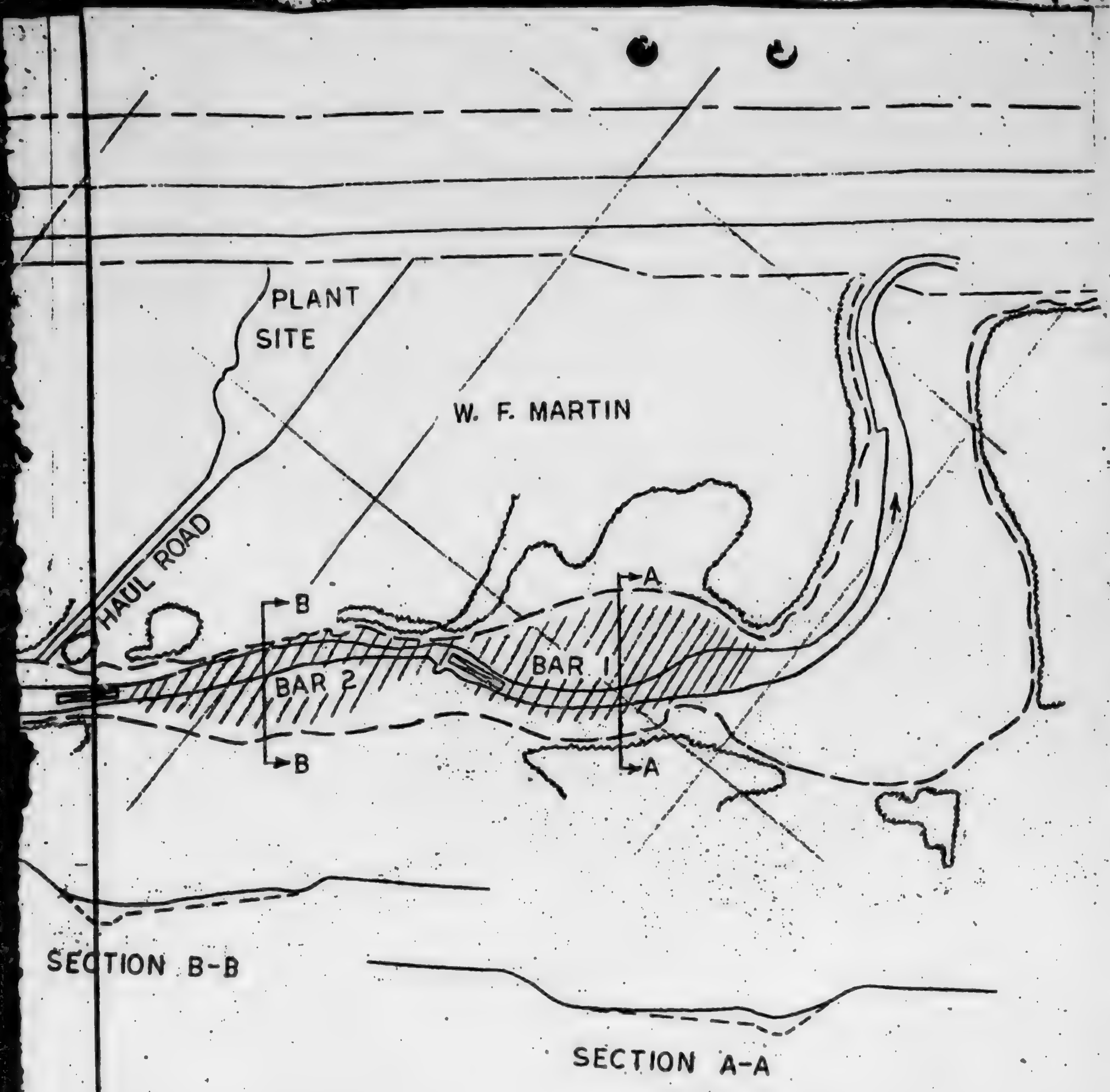

(F
TATE
COW CREEK REST AREA
TER A SMITH JR.
W. F. MARTIN
BAR 3
BAR 4
E
E
D
D
SECTION
TION E-E
SECTION D-D
LEGEND:
OLD CHANNEL
NEW CHANNEL
LIMITS OF VEGETATION
TREE LINE
PIPE CROSSING
STATE HIGHWAY RIGHT OF WAY
CROSSHATCHING INDICATES AREAS OF REMOVAL



CROSS SECTIONS:

HORIZONTAL SCALE 1 in.=Approximately
VERTICAL SCALE 1 in =Approximately

DRAWN BY: WM. C MAYHEW
JULY 25, 1975



S:

HORIZONTAL SCALE 1 in.=Approximately 190 ft.
VERTICAL SCALE 1 in =Approximately 40 ft.

. C MAYHEW
LY 25, 1975

[illegible]

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

July 29, 1975

Mr. Don Trout
Design Office Engineer
Highway Building
Salem, OR 97310

Dear Mr. Trout:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton
Stanley F. Hamilton, P. E.
Waterway Manager

Highway Job No. 96-addition	
Permit No.	1635
Expiration date	9-18-75
Please return by	8-10-75
Fee	$50

SFH:mp

Enclosure

_____ Please renew this permit. There is no change in plan from last year.
DLT Please renew this permit. Attached are revised application and drawing*
_____ I do not wish to renew this permit.

* Jan has a copy of this

Canyonville - [illegible]

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

July 29, 1975

Mr. Don Trout
Design Office Engineer
Highway Building
Salem, OR 97310

Dear Mr. Trout:

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We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Highway Job No. 96	
Permit No.	1574
Expiration date	9-18-75
Please return by	8-10-75
Fee	$50

DLT Please renew this permit. There is no change in plan from last year.
_____ Please renew this permit. Attached are revised application and drawing.
_____ I do not wish to renew this permit.

Canyonville-
Glendale
I-5

DIVISION OF STATE LANDS

OFFICE OF THE DIRECTOR

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

TOM McCALL
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

November 18, 1974

J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

Att: Lloyd Clark

Gentlemen:

The operation described in the attached letter and drawing has been added to Material Removal Permit No. 1635. This permit was originally issued to you on September 18, 1974 for gravel sources in Cow Creek in connection with Pacific Highway construction.

Since the work has already been done with verbal approval, no new conditions will be added to the permit.

Thank you for your cooperation with our waterway management program.

Sincerely,

William S. Cox

William S. Cox
Director

cc: Fish Commission of Oregon
Oregon Wildlife Commission
Department of Environmental Quality
Soil & Water Conservation Commission
State Water Resources Board
✓Don Trout, Oregon State Highway Division

RECEIVED
[illegible]
ROAD
DESIGN
SECTION

Versteeg
A. Olson
Templin
Scott
Swanson
R. Olson
[illegible]

Requires Reply
Requires Approval
Receiver Keep
Do not file
Return to
Bring Up
Other

OREGON STATE
HIGHWAY DIVISION

Roseburg, Oregon
October 21, 1974

Division of State Lands
1445 State St.
Salem, Oregon
97310

Re: Gravel Source
Canyonville - Glendale Jct.
Pacific Hwy.
Contract No. 8060

Attention: Jan Haley

Please find enclosed, two (2) shetches of the additional gravel bars and channel changes to be used for additional gravel sources for subject project.

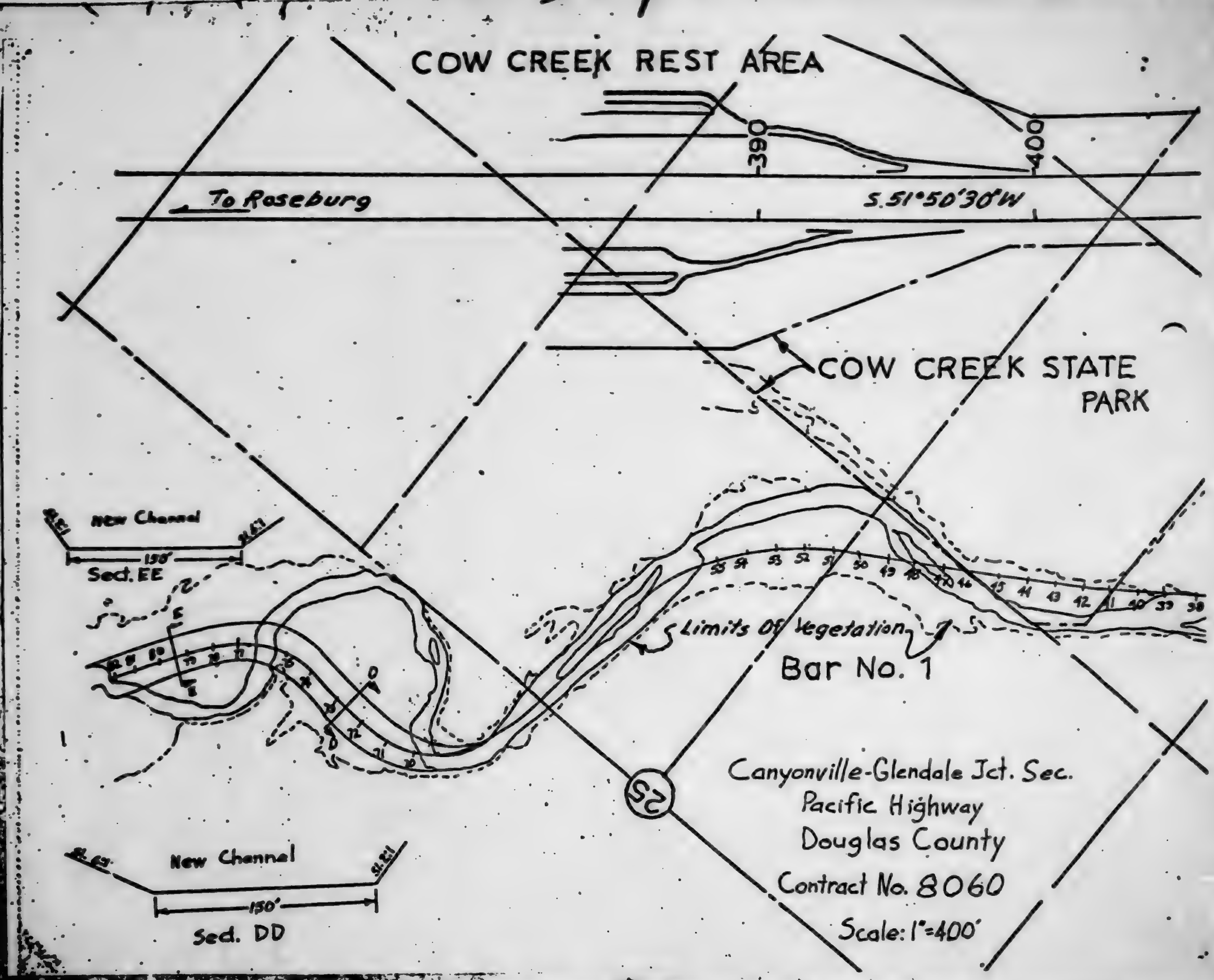
The channel changes are being constructed and all work is being performed to the Oregon State Wildlife Commission requirements.

Very truly yours,

W.A. Tison
Resident Engineer
By Curtis H. Duval
Curtis H. Duval
Resident Engineer

cc: C.T. Keasey
Alfred Shirley (1 Attach)
J.H. Versteeg (1 Attach)
file (2)

RECEIVED
OCT 22 1974
DIVISION OF STATE LANDS



Canyonville-Glendale Jct. Sec.
Pacific Highway
Douglas County
Contract No. 8060
Scale: 1"=400'

8060

File R

STATE OF OREGO[illegible]
HIGHWAY DIVISION

INTERO[illegible]CE MEMO

DATE: July 17, 1975

TO: ~~C. W. Head~~ Robert Church
John Bond Charles Barrett

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: J. C. Compton Co.
Contracts: 8059 - 8060

Due Bill 0569 in the amount of $50,000, has been deposited in lieu of retainage on Contracts 8059 and 8060. (Safekeeping Receipt 1596)

A copy of the Safekeeping Receipt and transmittal letter will be filed in the Contract File in the Commission and Staff Services office.

JP:njc

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

№ 1596

SAFEKEEPING RECEIPT

Received for Account of J. C. Compton Co.

Date July 15, 1975

Address P. O. Box 86
McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Eugene Oregon G.O. Bonds Due 6/1/76 5%		Part					$ 50,000.00
Dean Witter & Co. Due Bill No. 0569							$ 50,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts No. 8059 and [illegible]

Authority ORS 279.575

Countersigned by Emily Pohle Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

8060

R

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: R. Church J. Bond
C. W. Head C. Barrett

DATE: June 26, 1975

FROM: R. J. Hacek RJH
Accounting Systems Officer

SUBJECT: J.C. Compton Co.
Contract 8059 & 8060

TCD No. 4 189396, in the amount of $21,000.00, has been deposited in lieu of retainage on contract 8059 & 8060. (Safekeeping Receipt 1584).

This replaces TCD No. 4 185656, which has matured. (Safekeeping Receipt 1542). The amount on deposit remains the same.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1584

SAFEKEEPING RECEIPT

Received for Account of J. C. Compton Company

Date June 24, 1975

Address P. O. Box 26
McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit dated 6/20/75 due 12/17/75 6% U.S. National Bank of Oregon McMinnville Branch	4 189396	part	100,000				$ 21,000.00
							$ 21,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts No. 8059 and 8060

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

20

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 24, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Please find enclosed Oregon State Treasury Department Safekeeping Receipts dated June 24, 1975 as follows:

No. 1583	✓ $29,000.00	Highway contract No. 8030
No. 1584	✓ 21,000.00	Highway contract No. 8059 and 8060
No. 1585	✓ 5,000.00	Highway contract No. 7680
No. 1586	29,000.00	Highway contract No. 8146
No. 1587	16,000.00	Highway contract No. 8172

covering TCD No. 4 189396, in the amount of $100,000.00, dated June 20, 1975, due Dec. 17, 1975 drawn on U.S. National Bank of Oregon, McMinnville Branch.

We have cancelled your old Safekeeping Receipts

No. 1540	5,000.00	7680
No. 1542	21,000.00	8059 & 8060
No. 1543	29,000.00	8030

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Haeck

COPY

8060

R

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

4

TO: ~~C. W. Head~~ J. Bond R. Church C. Barrett

DATE: June 2, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: J. C. Compton
Contracts 8059 & 8060

TCD No. 4-189341, in the amount of $30,000.00, has been deposited in lieu of retainage on contract 8059 and 8060. (Safekeeping Receipt 1573).

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract files, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

45

№ 1573

SAFEKEEPING RECEIPT

Date May 30, 1975

Received for Account of J. C. Compton Company

Address P. O. Box 86
McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit	# 4 189341	part	100,000				$ 30,000.00
dated May 27, 1975 due August 25, 1975 5.5%							
U.S. National Bank of Oregon, McMinnville Branch							
							$ 30,000.00

Purpose of Deposit In lien of retainage on State Highway Contract No. 8059 and 8060

Authority ORS 279.575

Countersigned by
Emily Rohde
Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

20

May 30, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed please find the following State Treasury Department Safekeeping Receipts dated May 30, 1975, covering Time Certificate of Deposit No. 4 189341, in the amount of $100,000.00, due August 25, 1975:

Receipt No. 1572 -	$50,000.00	- on Highway Contract #8030
Receipt No. 1573 -	30,000.00	- on Highway Contract #8059 and 8060
Receipt No. 1574 -	20,000.00	- on Highway Contract #8146

Very truly yours,

JAMES A. REDDEN, State Treasurer

By Emily Rohde
Emily Rohde

8030 - 5
8146 5
8059 5
8060 5

Enclosures

cc: State Highway Division; Attn. Dick Hacek

COPY

8060 K

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

DATE: April 14, 1975

TO: ~~C. W. Head~~ J. Bond
R. Church C. Barrett

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: J. C. Compton Co.
Contracts 8030, 8059, 8060

TCD 4-185656, in the amount of $50,000.00, formerly used as a deposit in lieu of retainage on contract 7680, (Safekeeping Receipt 1538) has been transferred for use as a deposit on other J. C. Compton contracts. The contracts and amounts of the deposits are:

8059 and 8060	$21,000.00	Receipt 1542
8030	29,000.00	Receipt 1543

A copy of the transmittal letter and Safekeeping Receipts will be filed, in the contract files, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

RECEIVED
APR 15 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

11-188-1367

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1542

SAFEKEEPING RECEIPT

Date April 11, 1975

Received for Account of J. C. Compton Company

P. O. Box 86

Address McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Dated April 7, 1975 Due June 6, 1975 5% U.S. National Bank of Oregon McMinnville Branch	4-185656	part	50,000				$ 21,000.00
							$ 21,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts No. 8059 and 8060

Authority ORS 279.575

Countersigned by

Emily Rohde ~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
APR 14 1975
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

№ 154[illegible]

SAFEKEEPING RECEIPT

Received for Account of J. C. Compton Company
P. O. Box 86

Date April 11, 1975

Address McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Dated April 7, 1975 Due June 6, 1975 5% U.S. National Bank of Oregon McMinnville Branch	4-185656	Part	50,000				$ 29,000.00
							$ 29,000.00

Purpose of Deposit In lieu of Retainage on State Highway Contract No. 8030

Authority ORS 279.575

Countersigned by
Emily Rohde Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 11, 1975

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed please find State Treasurer's Safekeeping Receipts No. 1542 and No. 1543, dated April 11, 1975, totaling $50,000.00 covering Time Certificate of Deposit No. 4-185656, drawn on the United States National Bank of Oregon, McMinnville Branch.

We have credited State Highway Contracts No. 8059 and 8060, under Receipt No. 1542 in the amount of $21,000.00

We have credited State Highway Contract No. 8030, under Receipt No. 1543 in the amount of $29,000.00.

These new Safekeeping Receipts cancelx State Treasurer's Safekeeping Receipt No. 1538, dated April 9, 1975, in the amount of $50,000.00

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Dick Hacek

RECEIVED
APR 14 1975
Contract Accts.

COPY

80'0

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1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 10, 1975

State Treasury Department
103 State Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Re: J. C. Compton Co.
Contracts 7680, 8059, 8060, 8030

Retainage on our contract 7680 with the J.C. Compton Company has been reduced. Therefore, TCD 4-185656 in the amount of $50,000.00 (Safekeeping Receipt 1538) can be used as a deposit in lieu of retainage on other J.C. Compton contracts. Please cancel Receipt 1538 and issue new receipts for the above TCD, to be distributed as follows:

Contracts 8059 and 8060	$21,000.00
Contracts 8030	$29,000.00

Vernon E. Skoog
Controller

by

R. J. Hacek
Accounting Systems Officer

RJH:pl

cc: J. C. Compton Co.

bc: ~~[illegible]~~ ... Church
J. [illegible] C. Parrott

#8060

State of Oregon
Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 26, 1975

Dean Witter and Company Inc.
1100 S. W. Sixth Avenue
Portland, Oregon 97204

Attention: Tom Shipley

Gentlemen:

Enclosed please find Due Bill No. 0552.

We have this date received $10,000.00 City of Salem, Oregon, Marion County Improvement Bonds - 4 1/2% - Due August 1, 1975, for account of J. C. Compton Company, McMinnville, Oregon.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

ER

Enclosures

cc: J. C. Compton Company, McMinnville, Oregon
cc: Oregon State Highway Divsn., Attn: Dick Hacek

✓ P.S. Enclosed is copy of Safekeeping Receipt No. 1503 showing changes and additions.

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1503

Received for Account of J.C. Compton Co.
P.O. Box 86
Address McKinnville, Oregon 97128

Date Jan. 29, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
City of Salem, Oregon, Imp. Bonds Marion County ~~State of Oregon General Obligation~~ Bonds 4½% Due 8/1/75	1042/51	10	$1,000.	8	1	75	10,000.00
Due Bill Dean Witter and Co. Portland, Oregon No. 0552 dated 1/24/75							
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8060 and 8059

Authority ORS 279.575

Countersigned by

~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

L.C. #8060

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 25, 1975

Dean Witter and Company Inc.
1100 S. W. Sixth Avenue
Portland, Oregon 97204

Attention: Tom Shipley

Gentlemen:

Enclosed please find due bill No. 0555.

We have this date received $25,000.00 State Board of Higher Education Facilities Bond, 6%, Due October 15, 1975, for account of J. C. Compton Company, McMinnville, Oregon.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: J. C. Compton Co., McMinnville, Oregon
cc: Oregon State Highway Divsn, attn: Dick Hacek

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1506

SAFEKEEPING RECEIPT

Date Jan. 29, 1975

Received for Account of J.C. Compton Co.
P.O. Box 86

Address McMinnville, Ore.

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Oregon Board of Higher Education Facilities Bonds 6.00% Due 10/15/75	185/6	2	$5,000	4	15	75	10,000.00
Due Bill Dean Witter and Co Portland Oregon Dated 1/24/75 Due Bill No 0555							
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract Nos 8059 and 8060

Authority ORS 279.575

Countersigned by

~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

8060

State of Oregon
Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 21, 1975

Dean Witter and Company Inc.
1100 S. W. Sixth Avenue
Portland, Oregon 97204

Attention: Tom Shipley

Gentlemen:

Enclosed please find Due Bill No. 0553.

We have this date received $10,000.00 Urban Renewal Agency of the City of Salem, Oregon, Project Note, 4.81%, Due July 18, 1975, for account of J. C. Compton Company, McMinnville, Oregon.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: J. C. Compton Company, McMinnville, Ore.
cc: Oregon State Highway Divsn., Attn: Dick Haeck

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1504

Received for Account of J.C. Compton Co.
P.O. Box 86
Address McMinnville, Oregon 97128

Date Jan. 29. 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Salem Urban Renewal Project 4.81% Due 7/18/75 Due Bill Dean Witter and Co. Portland Oregon Dated 1/24/75 Due Bill No 0553	10	1	10,000.				10,000.00
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8060 and 8059

Authority ORS 279.575

Countersigned by

Deputy Cashier

SPECIAL INSTRUCTIONS

State Treasurer

①

8060 5

Form 61.734.5000

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 4, 1975

Salem

FILE: CON

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: J. C. Compton Co.
Contracts 8059 & 8060

TO: C. W. Head
~~J. Bond~~
V. Gallagher
C. Barrett

The following due bills from Dean Witter have been deposited on contracts 8059 and 8060:

		Safekeeping Receipt
Due Bill #0552	$10,000.00	1503
0553	10,000.00	1504
0555	10,000.00	1506
Total	$30,000.00	

A copy of the Safekeeping Receipts and transmittal letter will be filed, in the contract files, in the Commission and Staff Services office.

JP:pl

7

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 29, 1975

J. C. Compton Company
Post Office Box 86
McMinnville, Oregon 97128

Gentlemen:

Enclosed please find Oregon State Treasury safekeeping receipts numbers 1503/1506 dated January 29, 1975, covering due bills received from Dean Witter and Company, Portland, Oregon, totaling $45,000.00.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By Merle Crowe

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
JAN 31 1975
Contract Acctg.

6

RECEIVED
JAN 31 1975
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1503

Received for Account of J.C. Compton Co.
P.O. Box 86
Address McMinnville, Oregon 97128

Date Jan. 29, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon General Obligation Bonds 4½% Due 8/1/75 Due Bill Dean Witter and Co. Portland, Oregon No. 0552 dated 1/24/75							10,000.00
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8060 and 8059

Authority ORS 279.575

Countersigned by
Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
JAN 31 1975
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

6

SAFEKEEPING RECEIPT

№ 1504

Received for Account of J.C. Compton Co.
P.O. Box 86
Address McMinnville, Oregon 97128

Date Jan. 29, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Salem Urban Renewal Project 4.81% Due 7/18/75 Due Bill Dean Witter and Co. Portland Oregon Dated 1/24/75 Due Bill No 0553							10,000.00
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8060 and 8059

Authority ORS 279.575

Countersigned by Mark Crowe ~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

6

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1506

SAFEKEEPING RECEIPT

Date Jan. 29, 1975

Received for Account of J.C. Compton Co.

P.O. Box 86

Address McMinnville, Ore.

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Oregon Board of Higher Education Facilities Bonds 6.00% Due 10/15/75 Due Bill Dean Witter and Co Portland Oregon Dated 1/24/75 Due Bill No 0555							10,000.00
							10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract Nos 8059 and 8060

Authority ORS 279.575

Countersigned by Merle Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
JAN 31 1975
Contract Acctg.

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 20, 1975

Dean Witter and Company Inc.
1100 S. W. Sixth Avenue
Portland, Oregon 97204

Attn: Tom Shipley

Gentlemen:

Treas Receipt # 1455

Enclosed please find due bill number 0549.

We have this date received $25,000.00 Forest Rehab. Bonds (3.%) due October 1, 1975, for account of J. C. Compton Company, McMinnville, Oregon.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: J. C. Compton Company, P. O. Box 86, McMinnville, Oregon
cc: Oregon State Highway Division, attn: Dick Macek

RECEIVED
JAN 20 1975
Contract Acctg.

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1455

Received for Account of J.C. Compton Co.
P.O. Box 86
Address McMinnville, Oregon

Date Dec. 6, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALU
				Month	Day	Year	
State of Oregon General Obligation Bonds Ore. Forest Rehab 3% 3% Due 10-1-75 Due Bill No 0549 Deanx Witter & Co. New York	446/470	25	1,000	10	1	75	25,000.00
							25,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8060 and 8059

Authority ORS 279.575

Countersigned by Myrtle Rowe Deputy Cashier

SPECIAL INSTRUCTIONS

RECEIVED
JAN 20 1975
Contract Acctg.

State Treasurer

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1454

Received for Account of J.C. Compton Co.
P.O. Box 86
Address McMinnville, Oregon

Date Dec 6, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon General Obligation Bonds 3¼% Due 10-1-75 Due Bill Dean Witter & Co. New York No. 0548	155121/24	4	1,000	4	1	75	25,000.00
	156036/46	11	1,000	4	1	75	
	156052/56	5	1,000	4	1	75	
	156912/16	5	1,000	4	1	75	
State of Oregon Veterans Welfare Bonds Due Oct 1, 1975							
							25,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. ~~80-60~~ 8060

Authority ORS 279.575

RECEIVED
JAN 20 1975
Contract Acctg.

Countersigned by

~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

#8060

Form 81 734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

December 23, 1974

Kesey K RECEIVED Scofield
Bond Glenn
Richmond DEC 24 1974
Horwood
Johnson CONSTRUCTION
Walker SECTION

FILE: CON 5

FROM: J. X. Wilson
J. X. WILSON
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Sawtooth Median
Sta. 128+88.61 - 188+64.57
Canyonville-Glendale Jct.
Pacific Highway
Contract No. 8060

Enclosed please find two sketches and estimates for possible revisions to one of the sawtooth median treatments on the above named project.

Proposal I would utilize pavement widening and the installation of concrete median barrier on the high side of the sawtooth. There would be no guardrail or barrier along the bottom of the sawtooth.

Proposal II would utilize metal median barrier once again on the high side of the sawtooth. Blocks would be installed both sides on tangents and areas where sawtooth is flat or nonexistent. Otherwise, blocks would be on just one side.

This is an area of heavy snowfall during winter months and having guardrail along the bottom of the sawtooth creates a constant headache for maintenance forces. During plowing and sanding operations, snow and sand collect in this area. With guardrail in place, it is difficult if not impossible to clean this area resulting in plugged catch basins with sand and debris remaining in median.

From the safety standpoint, the value of this rail is quite questionable. By eliminating this rail and going to Proposal I or II, the obstacle to traffic would be moved from 6 feet to approximately 10 feet from traffic. This gives any driver that should wander over the fog line an additional 4 feet of recovery room. This recovery room would also be on a slope which would have a tendency to push the vehicle back where it belongs. This would mean a savings to the driver of about $200 in that the majority of the time he would not be hitting guardrail. Maintenance would also benefit as they would not have to constantly replacing damaged guardrail.

From the estimates, it is evident Proposal I (concrete barrier) would cost about $14,000 more than Proposal II (metal median barrier). Due to the high cost of repairing metal median barrier, it is felt the extra cost of Proposal I is well worthwhile. The savings to maintenance

I5
Canyonville-Glendale

should easily offset the additional cost in 3-4 years.

Due to the obvious safety and maintenance benefits, Proposal I is favored over Proposal II. Proposal II would help, but would seem to be only a halfway measure. We have many of these sawtooth sections in upcoming projects between here and the California Line and we would like to see the best possible treatment incorporated.

We would like your thoughts on whether our proposal is worth pursuing.

JXW/cw
Encl.

1-2-75

J.X. — We are too far along to make such a change on the current contract. I will send your suggestions along to Road Design for their review and possible consideration on future work.

Keasey

REFERRED TO

	Beard		Reed
2	Cole		Sample
1	[✓ Erikson]		Watson
	Hager		Wolfe

Return [✓ Discuss], Do File Copy Due
BY FINAL DESIGN ENGINEER

cc: J.H. Versteeg

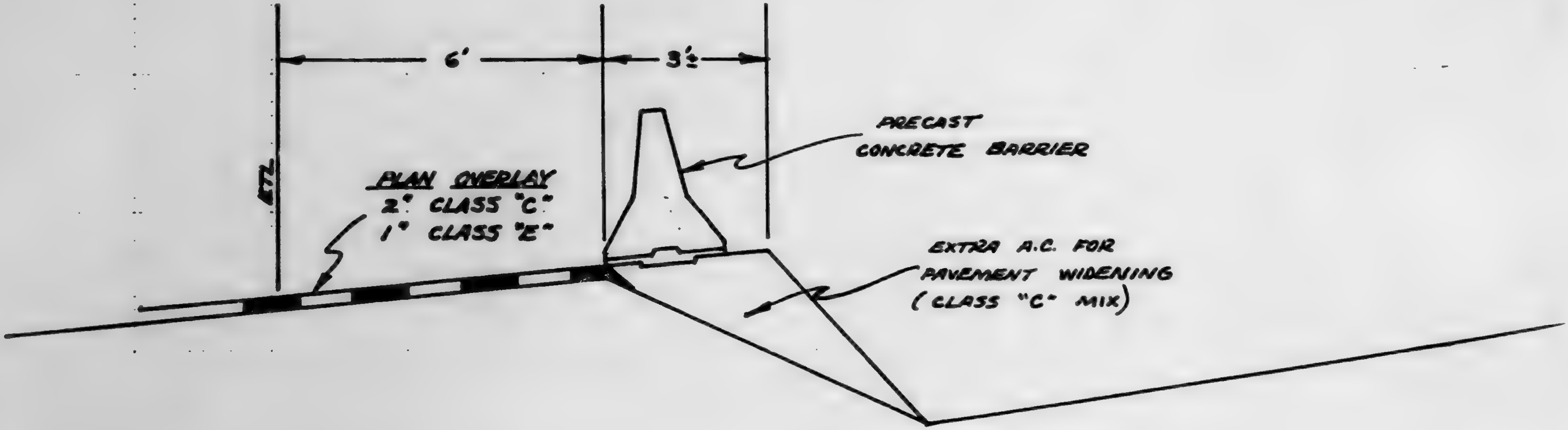
J

-1975

SAWTOOTH MEDIAN

PROPOSAL I

CANYONVILLE - GL
PACIFIC HIGHWA
CONTRACT 8060

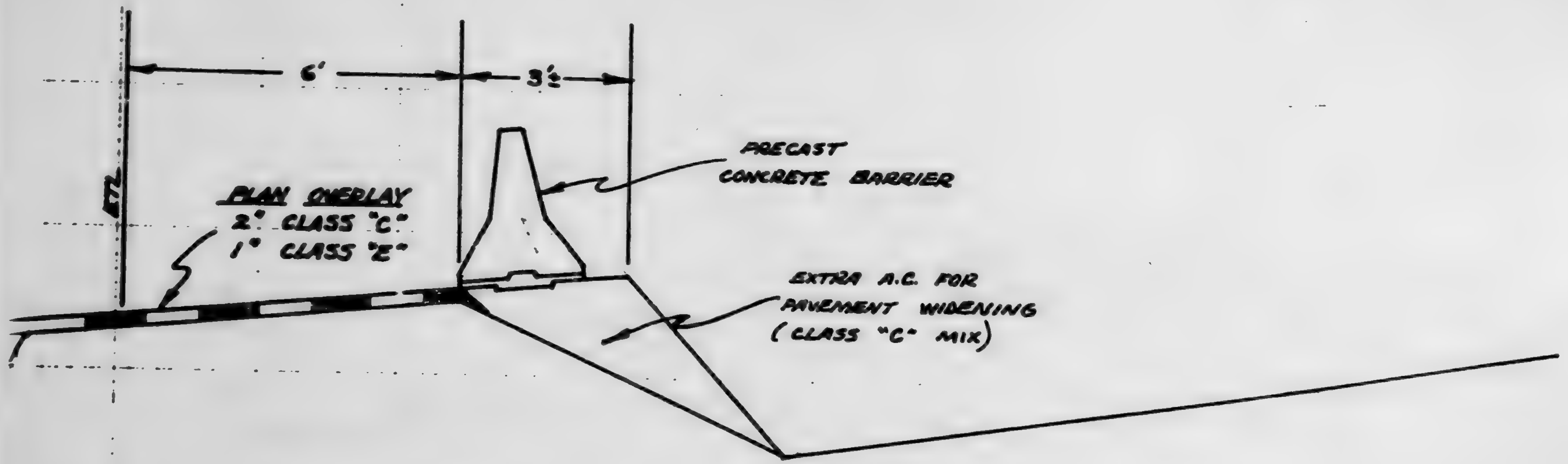


SCALE 1" = 2.5' HORZ. & VERT.

SAWTOOTH MEDIAN

PROPOSAL I

CANYONVILLE - GLENDALE JCT.
PACIFIC HIGHWAY
CONTRACT 8060

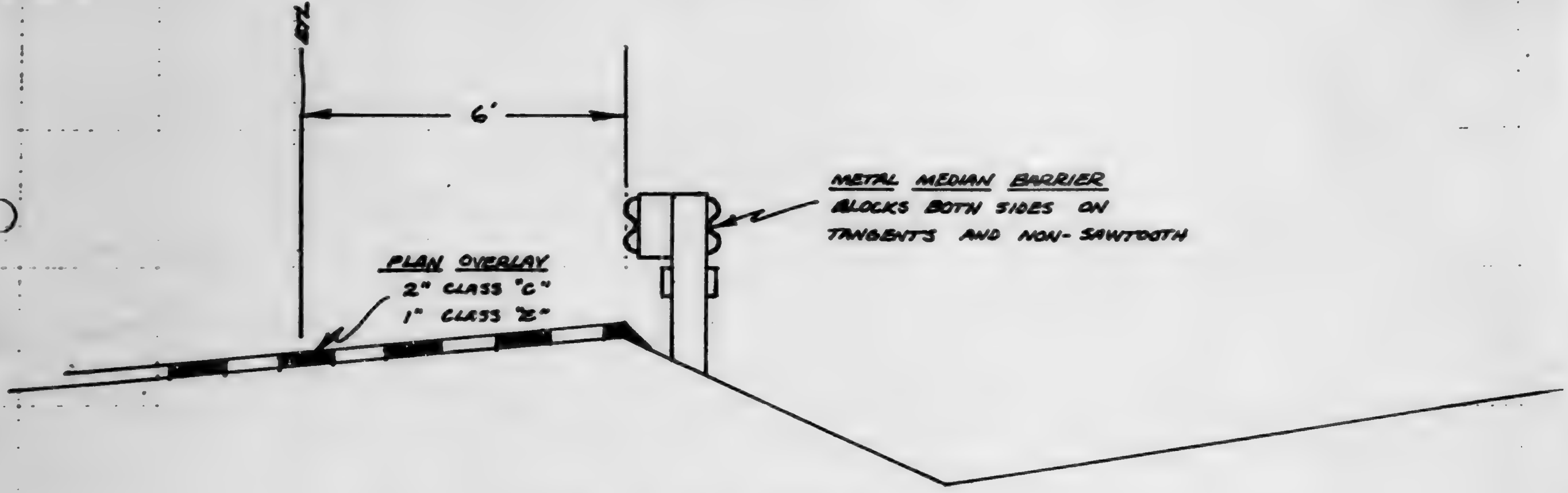


SCALE 1" = 2.5' HORZ. & VERT.

CANYONVILL
PACIFIC HIG
CONTRACT E

SAWTOOTH MEDIAN

PROPOSAL II

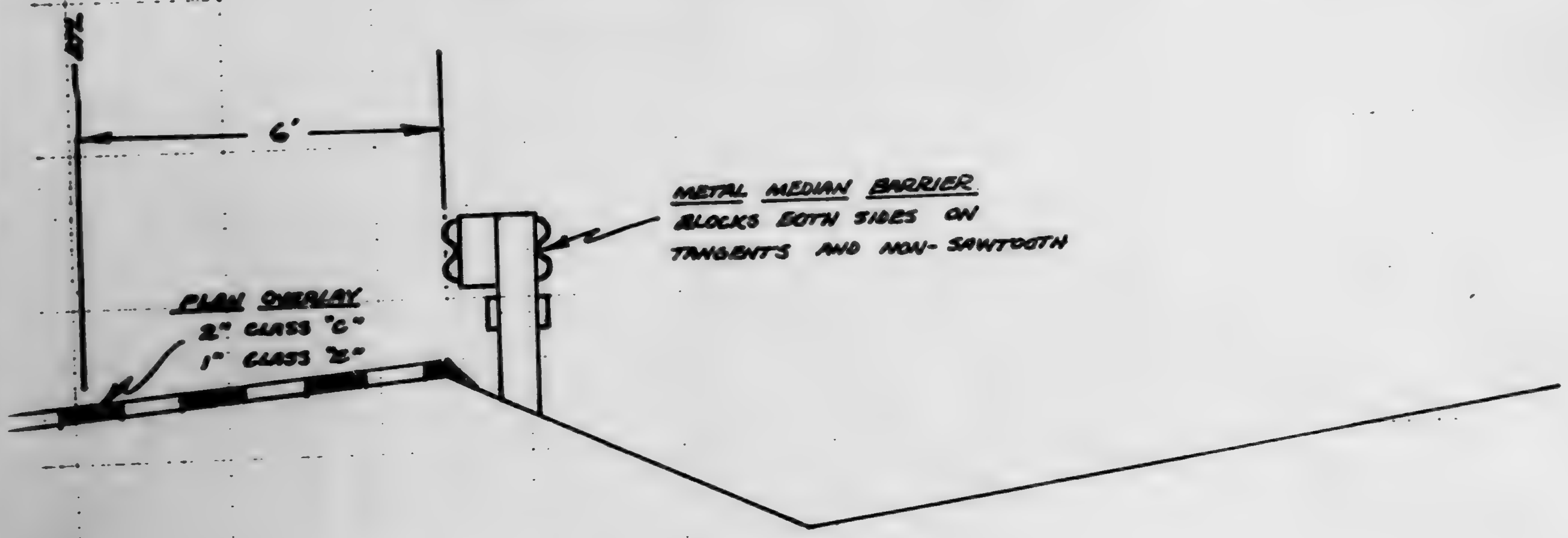


SCALE 1" = 2.5' HORZ. & VERT.

SAWTOOTH MEDIAN

PROPOSAL II

CANYONVILLE - GLENDALE JCT.
PACIFIC HIGHWAY
CONTRACT 8060



SCALE 1" = 25' HORZ. & VERT.

Form E-105

Job No. 8060

Sheet ...... of ...... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for COST FOR SAWTOOTH MEDIAN AS PER PLANS

Made by TJW ...... 19 ...... Checked by ...... 19 ...... Backchecked by ...... 19 ......

GUARDRAIL, TYPE 2A 5040 LIN. FT. @ $4.50	$ 22,680.00
GUARDRAIL, TYPE 2A W/ CHANNEL 5,365 LIN. FT. @ $9.44	$ 50,645.60
GUARDRAIL, TYPE 3 130' LIN. FT. @ $11.70	$ 1,521.00
METAL MEDIAN BARRIER 775 LIN. FT. @ $15.50	$ 12,012.50
TOTAL	$ 86,859.10

Form 83108

Job No. 8060

Sheet ...... of ...... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for COST OF SAWTOOTH MEDIAN UTILIZING CONCRETE BARRIER AND WIDENING ...... 19....

Made by T.W. ...... 19 Checked by ...... 19 Backchecked by ...... 19....

CLASS "C" ASPHALT CONCRETE 2,000 TON @ $5.50	$ 11,000.00
EXTRA FOR ASPHALT IN MIX 120 TON @ $85.00	$ 10,200.00
EXTRA FOR PAVING SAWTOOTH 4,875 LIN. FT. @ $3.00	$ 14,625.00
PRECAST CONCRETE BARRIER 6,035 LIN. FT @ $11.90	$ 71,816.50
TOTAL	$ 107,641.50

Job No. ....

Sheet .... of .... Sheets

OREGON STATE HIGHWAY DIVISION

Calculations for COST OF SAWTOOTH MEDIAN UTILIZING METAL MEDIAN BARRIER

Made by T.W. ...., 19........ Checked by ...., 19........ Backchecked by ...., 19........

METAL MEDIAN BARRIER 6,035 LIN. FT. @ 15.50	$ 93,542.50

8060

FORM 81-734-1030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem
December 10, 1974

FILE: CON

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: J.C. Compton Co.
Contracts 8059 & 8060

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

Attached are letters and Treasurer's Receipts advising of the deposits to be used in lieu of retainage on the contracts as follows:

Treasurer's Receipt 1454 (Bond No. 0548) $25,000.00, Contract 8060.

Treasurer's Receipt 1455 (Bond No. 0549) $25,000.00, Contracts 8059 and 8060.

Copies of these letters and Treasurer's Receipts will be filed (in the contract file) in the Commission and Staff Services office.

JP:pl

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1454

SAFEKEEPING RECEIPT

Date Dec 6, 1974

Received for Account of J.C. Compton Co.

Address P.O. Box 86
McMinnville, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon General Obligation Bonds 3⅛% Due 10-1-75 Due Bill Dean Witter & Co. New York No. 0548 12/11/74 Checked with M. Crowe	Canyonville - Glendale Jct,						25,000.00
							25,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. ~~8060~~ 8060

Authority ORS 279.575

Countersigned by Merle Crowe Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
DEC 10 1974
Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1455

SAFEKEEPING
RECEIPT

Date Dec. 6, 1974

Received for Account of J.C. Compton Co.
P.O. Box 86
Address McMinnville, Oregon

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon General Obligation Bonds 3% Due 10-1-75 Due Bill No 0549 Deanx Witter & Co. New York							25,000.00
							25,000.00

Purpose of Deposit In lieu of retainage on State Highway Contracts Nos. 8060 and 8059

Authority ORS 279.575

Countersigned by Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

December 6, 1974

J. C. Compton Company
Post Office Box 86
McMinnville, Oregon

Gentlemen:

Enclosed please find Oregon State Treasury safkeeping receipt numbers 1454 and 1455, dated December 6, 1974, in the amount of $25,000.00 each representing State of Oregon General Obligation Bonds from Dean Witter and Company, New York, New York.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
DEC 10 1974
Contract Acctg.

COPY

8060

November 15, 1974

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey
Alfred Shirley, Jr. (enc.)

788-5

Mr. William B. Wyllie
Attorney at Law
1447 Liberty Street, S. E.
Salem, OR 97302

Dear Mr. Wyllie:

Canyonville-Glendale Junction Section
Pacific Highway, Contract 8060

Reference is made to your October 23 letter concerning complaints lodged by Mr. John Compton regarding a crossing of the southbound lanes and the highway median area on the subject project in the vicinity of his asphalt plant.

Our investigation indicates Mr. Compton was told a crossing in that area could be permitted. Consequently, although not in accordance with the plans and special provisions for this project, we instructed our field engineers to develop a crossing plan which would be mutually acceptable and which would not require hauling through the Glendale Interchange.

I have been advised that such a plan has now been developed but paving work has stopped for the winter. Any other crossings of the median area planned for the contractor's convenience in performance of the contract work must be in full conformance with the plans and special provisions.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

cc Mr. John C. Compton
J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

CTK:fr ja

RECEIVED
STATE HWY ENG
OCT 24 '74
REFER TO
Coulter
FOR

WILLIAM B. WYLLIE
ATTORNEY AT LAW
1447 LIBERTY STREET, S. E.
SALEM, OREGON 97302
TELEPHONE (503) 585-8081

October 23, 1974

Mr. Fred B. Klaboe
State Highway Engineer
Oregon State Highway Division
Salem, OR 97301

Re: Canyonville - Glendale Jct. Sec.
Pacific Highway

Dear Mr. Klaboe:

I represent J.C. Compton Co. in connection with its contract with the State of Oregon for the grading, paving, structures and signing on the Canyonville-Glendale Jct. Sec., Pacific Highway, Douglas County. Prior to making its bid on this project, J.C. Compton Co. made inquiry as to whether it could cross the Pacific Highway at the asphalt plant to be constructed. This inquiry was made to the Resident Engineer, A.W. Bates, who was told where the asphalt plant was to be constructed. In response to the inquiry, Mr. Bates replied that crossings could be made at the asphalt plant. In making its bid and construcing its asphalt plant at the location indicated to Mr. Bates, J.C. Compton Co. relied upon Mr. Bates' representation with respect to crossings.

J.C. Compton Co. has requested that it be permitted to making crossings at the asphalt plant. Present Resident Enginner, W.A. Tison, has denied this request and has informed J.C. Compton Co. that it must cross in accordance with the Special Provisions and Supplemental Standard Specifications for Highway Construction.

The above-described alteration of the details of construction for the project materially changes the character of the work and the unit costs thereof and thereby results in increased costs. These increased costs entitle

a4?

J.C. Compton Co. to compensation additional to that which it will receive at the prices specifically set forth in the contract, extra work orders, price agreements and supplemental agreements.

J.C. Compton Co. hereby notifies you of the above-described situation and of its intention to make claim for such additional compensation.

Yours truly,

William B. Wyllie
WILLIAM B. WYLLIE

WBW/bc
cc: W.A. Tison
Resident Engineer
Oregon State Highway Division
Mrytle Creek, Oregon

#8060

RECEIVED 197

ROAD DESIGN SECTION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1974

SUBJECT: Canyonville-Glendale Junction Section
Pacific Highway Douglas County
Slide at Stations 555 to 565

To: Victor D. Wolfe
Location Engineer
Highway Building

The subject slide area was inspected on October 30 in company with Ed Johnsen, Bill Tison, Curt Duvall, and Elliott Parker because the Resident Engineers had asked for a review of the effect of the planned construction on the stability of the slide.

It was agreed that the plan, which I made, to restore the upper bench of the cut by re-excavating the slope above would have an unstabilizing effect on the slide as it is now apparent. It was agreed that the desirable modification is to delete the planned excavation at the top of cut and not disturb it more than necessary to install erosion control at critical points.

As it now appears, the slide is above all but the upper slope of a two-stage benched cut, and mostly outside the right-of-way, evidently a distance of about 300 feet. It is about 1000 feet long. The slide is tending to progress up a 3:1 slope, which extends for about half a mile to an elevation near 800 feet above the highway. It is reported by the Region Geologist at the time, that during construction, the southbound grade was affected by the slide, and that a counterbalance was constructed in the median. The grade has not been affected since it was paved and the upper slope has not greatly deformed since the first season after construction, 1967.

There is a very real threat of new sliding but it is no certainty. Proper treatment of the apparent threat, which is the slope above the right-of-way, would cost at least 1/3 of a million dollars. And such treatment, a rock inlay, would do nothing to stabilize the sliding surface which once affected the southbound grade.

Before a firm decision is made to do some stabilizing construction at the slide, some exploration and investigation of the hillside formation should be made. Slope indicators should be installed in any case to furnish information about the depth of sliding if it occurs in the future.

F W Yarbrough

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: J. H. Versteeg	Bill Tison
A. J. Shirley	Curt Duvall
Ed Johnsen	Elliott Parker

FORM 81-714-9030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

October 21, 1974

FILE: CON 5

FROM: J. X. WILSON
Regional Construction Engineer

TO: Floyd O. Scott
R/W Description Engr.

SUBJECT: Construction Easement
Canyonville-Glendale Jct. Sec.
Pacific Highway
Douglas County
610-~~1048~~
1933-

We are in need of a temporary easement to construct a channel change on Cow Creek. The proposed channel change lies in part on property owned by F. M. West and in part on State highway right of way. A description of the parcel owned by West is attached.

The easement should be written for construction only. No easement for maintenance is required.

In addition to the above mentioned description, a sketch of the parcel showing the approximate location of the channel change is also attached.

We would like to accomplish this work in the very near future and your help in expediting this document will be appreciated.

Any questions regarding the easement may be directed to Curt Duval, Resident Engineer.

Attach.

cc Curt Duval

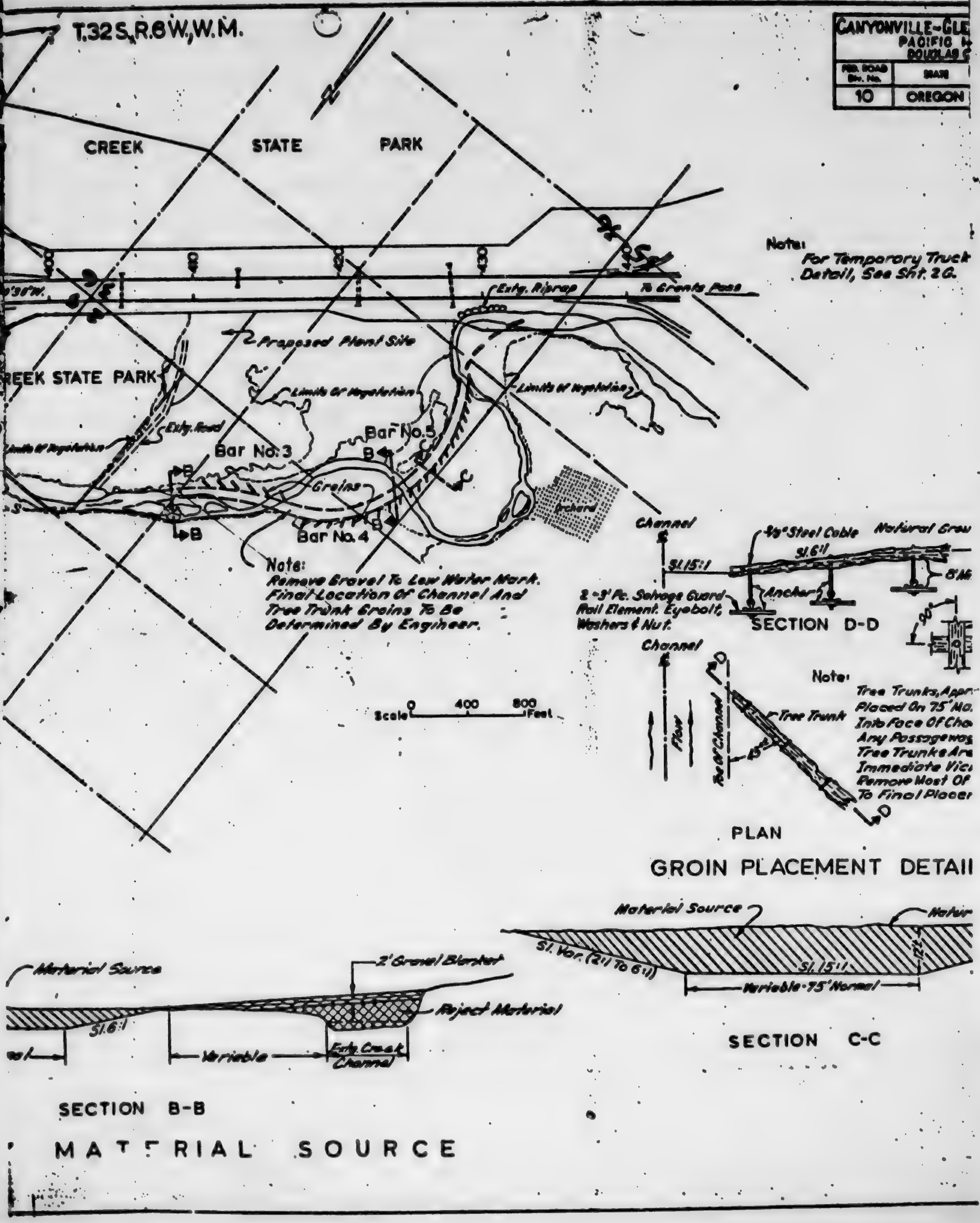
/
A. Gray
Tripi[illegible]
2 Scott Round
Swenson
R. Olson
Trout

RECEIVED
[illegible]
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not [illegible]
Return
Bring [illegible]
Other

OCT 22 1974
NOTED
ROBERT R. ROUNDS

desc. to R/W
10-25-74



Note:
For Temporary Truck
Detail, See Sht. 2G.

Note:
Remove Gravel To Low Water Mark.
Final Location Of Channel And
Tree Trunk Groins To Be
Determined By Engineer.

SECTION D-D

Note:
Tree Trunks, Appr
Placed On 75' Ma.
Into Face Of Cha
Any Passageway
Tree Trunks Are
Immediate Vic
Remove Most Of
To Final Placer

PLAN

GROIN PLACEMENT DETAI

SECTION C-C

SECTION B-B

MATERIAL SOURCE

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

DESCRIPTION OF METES AND BOUNDS

Purchase ( ) Lease ( ) Easement (X) R. R. Encroachment ( ) Sale ( ) .... (Other)

USE: R/W ( ) St. Fac. ( ) (State purpose Const. Easement) Quarry/Gr. Pit ( ) Park ( ) Maint. ( ) Channel Change (Other)

Description prepared by J. Grassman 10-21, 1974; Checked by ...., ..., 19......

Owner F. M. West

Azalea-Josephine County Line Section, Pacific Highway.

A parcel of land lying in the SW¼ of the NW¼

of Section 36, Township 32 S, Range 6 W., W. M.,

Douglas County, Oregon, and being a portion of that tract of land described in that certain deed to F. M. West

recorded in Book 224, Page 462 of Douglas County Records of Deeds; the said parcel being described as follows:

A parcel of land lying in the Southwest quarter of the Northwest quarter (SW¼ NW¼) of Section 36, Township 32 South, Range 6 West, W.M., Douglas County, Oregon; the said parcel being that portion of said Southwest quarter of the Northwest quarter (SW¼ NW¼) lying Northwesterly of the relocated Pacific Highway right of way line.

Void 10/23/74
Field desc

8060

Form [illegible] (Rev. 11-[illegible])

1P
2P
3P

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Canyonville - Glendale Jct. Sec. Date October 21 1974
Highway Pacific Contract No. 8060
County Douglas Prefix 610 - 1048
Contractor J. C. Compton Co. F. A. Project No. I-5-2(78)82 1P ERFO-284(3) 3P ER-284(1) 2P
Address P. O. Box 86 McMinnville, Oregon 97218 Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Temporary Erosion Control

Location by station numbers:

Throughout Project

Estimate of quantities and cost:

$ 1,000.00 (Per Contract Authorization)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Anticipated Item - Funds Provided on Contract Authorization

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3,829,103.49	
Present estimate of project cost, including $1,000.00 for work under this order	$3,829,103.49	
Expected under-run over-run amount	$ -0-	
Expected under-run over-run per cent	-0-	

Submitted by:
for W. A. Tison
Resident Engineer

Approval Recommended: J. X. Wilson
Regional Engineer

Approval Recommended:
For:
Construction Engineer or Bridge Engineer

Approved
Construction Engineer.

AD

8060.

2P
3P

Form 2,366 (Rev.-11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Canyonville - Glendale Jct. Sec.
Date: October 21, 1974
Highway: Pacific
Contract No.: 8060
County: Douglas
Prefix: 610 - 1048
Contractor: J. C. Compton Co.
F. A. Project No.: I-5-2(78)82 1P
ERFO-284(3) 3P
ER-284(1) 2P
Address: P. O. Box 86 McMinnville, Oregon 97218
Order No.: 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Stage Construction Striping

Location by station numbers: Throughout Project

Estimate of quantities and cost: $ 5,000.00 (Per Contract Authorization)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Anticipated Item. Per Section 111.01 of the Contract Special Provisions.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization: $3,829,103.49
Present estimate of project cost, including $5,000.00 for work under this order: $3,829,103.49
Expected under-run / over-run amount: $ -0-
Expected under-run / over-run per cent: -0-

Space to right of this line is for use of Salem Office

Submitted by: for W. A. Tison, Resident Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approval Recommended: J. X. Wilson, Regional Engineer

Approved: Construction Engineer.

AP

8066

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 0-9-14 / 9-10-38	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Douglas
PROJECT REPORT NO. 4	9-23-74	PROJECT NO. ERFO-284(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Canyonville S. 0.1 mi. to S. 6.9

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING			▨
PRELIMINARY ENGINEERING		1-14-74	1.58
RIGHTS-OF-WAY			▨
CONSTRUCTION	(Temp.) (Perm.)	1-14-74 7-18-74	1.58
OTHER (Specify)			

FUNDS Pro-Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 96,251	$ 96,251

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By [illegible]
Assistant State Highway Engineer
(Title)
By ______
(Title)
By ______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. F. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer Sept 23, 1974

Form [illegible], Rev. 9-73)

Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK [illegible] projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Federal-aid Project
No. ERFO-284(3)

Oregon State Highway Division

CANYON CREEK PASS-CANYONVILLE SECTION

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, September 9, 1974

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	$ 200.00
Total	$ 200.00

Type Code 6201
Temporary Repairs (M.P. 90.3 to 91.7 - M.P. 97.2)

Labor	$ 10,452.00
Equipment	16,026.00
Material	2,274.00
Total	$ 28,752.00

Permanent Restoration by State Forces (M.P. 97.2)
Approved State Force #1

Labor	$ 6,620.00
Equipment	3,386.00
Material	850.00
	$ 10,856.00
Total Work by State Forces	$ 39,608.00

Type Code Y006
Permanent Restoration (M.P. 90.3 to M.P. 91.7 and M.P. 97.2)

General Excavation	1,555 cu.yd.	4.00	$ 6,220.00
Gravel Ditch Lining	1,970 cu.yd.	9.00	17,730.00
Trench Excavation	120 cu.yd.	6.50	780.00
12-inch Culvert Pipe	10 lin.ft.	10.00	100.00
18-inch Culvert Pipe	208 lin.ft.	12.75	2,652.00
36-inch Culvert Pipe	20 lin.ft.	30.00	600.00
Extra for Pipe Under Pavement	124 lin.ft.	25.00	3,100.00
Concret Inlets, Type G-2MA	4 only	450.00	1,800.00
Type 2 Fence	900 lin.ft.	2.00	1,800.00
16 ft. Single Gate	1 only	300.00	300.00
Paved Culvert End Slopes	58 sq.ft.	5.00	290.00
Grouted Riprap	200 cu.yd.	50.00	10,000.00
Reconstructing Concrete Inlets	16 only	300.00	4,800.00
	Subtotal		$ 50,172.00
	Engineering		6,271.00
	Total		$ 56,443.00

Length of Project - - - - - - - - - - - - 0.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 200.00	$ 200.00
Temp. & Perm. Repair (S.F.)	39,608.00	39,608.00
Contract Repair	56,443.00	56,443.00
	$ 96,251.00	$ 96,251.00

P.E. Prefix	610-1440-07
S.F. Repair Prefix	610-4432-341-03
S.F. Repair Prefix	610-4432-341-04
S.F. Work Order #1	610-4732-144-04

Group 3 - 1%

Contract No. 8060

Contract Prefix: 610-1048

8060

STATE COPY

Form Approved; O.M.B. No. 04-R2009 J

MONTHLY TRANSACTION NO. 0-9.13 R.O. 9-10-37	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 9-23-74	STATE Oregon
		COUNTY Douglas
PROJECT REPORT NO. 3		PROJECT NO. ER-284(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and con-
ditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the pol-
icies and procedures promulgated by the Federal Highway Administrator relative to the above designated project,
and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date en-
tered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount
shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal
funds extends only to project costs incurred by the State after the Federal Highway Administration authorization
to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Quines Creek Interchge.-5.2 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING			▨
PRELIMINARY ENGINEERING		1-14-74	0.047
RIGHTS-OF-WAY			▨
CONSTRUCTION	Temp. Perm.	1-14-74 8-7-74	0.047
OTHER *(Specify)*			

FUNDS Pro-Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 143,361	$ 143,361

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. F. Smith
for G. L. Green (Division Engineer)

Date executed by Division Engineer Sept 23, 1974

Form ... (Rev. 9-73) PAGE 1 Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. ER-284(1)

COW CREEK BRIDGE SECTION

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, September 9, 1974

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	$ 7,500.00
Total	$ 7,500.00

Type Code 6201
Temporary Repairs (M.P. 86.52)

Negotiated Contract, Bridge Repair	$ 44,971.43
State Force, Labor	6,642.54
State Force, Equipment	1,294.97
State Force, Materials	2,454.06
	$ 58,363.00

Detour Repair by State Forces
Approved State Force Order No. 1

Labor	$ 1,200.00
Equipment	600.00
Material	4,280.00
	$ 6,080.00
Total Work By State Forces and Negotiated Contract	$ 64,443.00

Type Code 6201
Permanent Restoration (Cow Creek Bridge) (M.P. 86.52)

Alterations to Existing Structures	All Required		$ 8,000.00
Shoring, Cribbing, Etc.	All Required		19,000.00
Structure Excavation	940 cu.yd.	10.00	9,400.00
Structure Excavation Below Elevation Shown	90 cu.yd.	15.00	1,350.00
Structural Concrete, Class 3300	All Required		8,500.00
Reinforcement	All Required		4,500.00
Loose Riprap, Class 700	600 cu.yd.	14.00	8,400.00
			$ 59,150.00

Anticipated Items

Repair Cracks and Prefinish Work Bent #4	All Required	$ 3,000.00
Construct Riprap Dike Along Cow Creek	All Required	4,000.00
		$ 7,000.00
	Subtotal	$ 66,150.00
	Engineering	8,268.00
	Total	$ 74,418.00

Length of Structure - - - 0.047 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 7,500.00	$ 7,500.00
Temp. & Perm. Repair (S.F.)	64,443.00	64,443.00
Contract Repair	74,418.00	74,418.00
	$146,361.00	$146,361.00

Group 2 - 1%

Contract No. 8060

P.E. Prefix 610-1939
S.F. Repair Prefix 610-4432-352-43
S.F. Repair Prefix 610-4432-304-01
S.F. Work Order #1 610-4732-104-01

Contract Prefix: 610-1048

Cow Creek
Douglas County
Highway Job No. 96

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Canyonville-Glendale Junction
Section
Pacific Highway

Expires: 9-18-75

MATERIAL REMOVAL PERMIT NO. 1574

J. C. COMPTON COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox
William S. Cox, Director

September 18, 1974
Date

141-31-06-74

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 1574

( ) 1. The Department of Environmental Quality
( ) a. has issued Waste Discharge Permit No. __________ for this project.
( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted behind a berm sufficient to isolate the operation from the free-flowing stream and prevent any turbidity increase ( ) of 5 JTU's over background (x) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. (x) a. The river shall not be diverted from its present channel.
( ) b. At the project's completion, the stream shall be
( ) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by ____________________.

(x) 5. ( ) DIKES SHALL BE CONSTRUCTED (x) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ( ) ______GRASS ____SHRUBS ____TREES SHALL BE PLANTED prior to ________ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(x) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (x) OPERATION OF EQUIPMENT shall be done in the active flowing stream from October 15 to June 15 without prior written approval from the Division of State Lands.

( ) 7. There shall be no ( ) REMOVAL ( ) FILLING in the permit area between the period of ______________________________ without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [__________ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

(x) 9. Spoils, stockpiles, and waste materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

(x) 10. Existing streamside vegetation shall be protected.

(x) 11. The Stream flow may be diverted within the stream bed.

(x) 12. The Division of State Lands retains authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

September 18, 1974

Cow Creek
Douglas County
Highway Job No. 96-addition

STATE OF OREGON
Division of State Lands
1445 State Street
Salem, Oregon 97310
Phone: 378-3805

Canyonville-Glendale Junction
Section
Pacific Highway

Expires: 9-18-75

MATERIAL REMOVAL PERMIT NO. 1635

J. C. COMPTON COMPANY

is hereby authorized to remove materials from the waterway described in the attached copy of his application, subject to the special conditions checked on Attachment "A" and to the terms and conditions expressed in said attached application.

This permit is granted under the provisions of ORS 541.605 et seq and in no way is it intended to authorize removal of material from state-owned submersible and submerged lands without compliance with leasing and royalty provisions of ORS 274.530 et seq and other applicable provisions of law. The permit merely expresses assent of the State to the work proposed and does not eliminate the necessity of obtaining rights of way and permission of the owners of lands upon which work is to be performed. All operations shall be in conformance with Oregon Administrative Rules, Chapter 334; Standards of Quality for Public Waters of Oregon.

The Division reserves the right to review the terms of this permit annually and, upon review, to amend or cancel this permit when conditions or revised standards require such action. You will be notified prior to the permit expiration date so that you may submit your renewal request.

William S. Cox
William S. Cox, Director

September 18, 1974
Date

[illegible]-06-74

ATTACHMENT "A"

Special Conditions checked apply to Material Removal Permit No. 1635

( ) 1. The Department of Environmental Quality
  ( ) a. has issued Waste Discharge Permit No. ____________ for this project.
  ( ) b. will require a Waste Discharge Permit for this project.

(x) 2. The operation shall be conducted ~~[illegible]~~ in a manner that will minimize any turbidity increase, ( ) of 5 JTU's over background ( ) when natural stream turbidities are 30 JTU's or less, or more than a 10% cumulative increase when natural stream turbidities are more than 30 JTU's.

(x) 3. ( ) a. The river shall not be diverted from its present channel.
  (x) b. At the project's completion, the stream shall be
    (x) PLACED IN A SINGLE CHANNEL ( ) RETURNED TO ITS ORIGINAL CHANNEL

( ) 4. All potholes or removal pits shall be ( ) LEVELED ( ) CONNECTED TO THE RIVER upon completion of a season's work or by ______________________________.

( ) 5. ( ) DIKES SHALL BE CONSTRUCTED ( ) CLEAN, NONERODIBLE RIPRAP SHALL BE PLACED ( ) ______GRASS ____SHRUBS ____TREES SHALL BE PLANTED prior to _________ in area of streambank disturbance to prevent abnormal erosion of streambanks.

(x) 6. No ( ) DIKE CONSTRUCTION ( ) CHANNEL CHANGE (x) OPERATION OF EQUIPMENT shall be done in the active flowing stream from October 15 to June 15 without prior written approval from the Division of State Lands.

(x) 7. There shall be no (x) REMOVAL (x) FILLING in the permit area between the period of October 15 to June 15 without prior approval of the Division of State Lands or as outlined in the special conditions below.

( ) 8. Material shall not be removed to a depth greater than [_____________ feet ( ) ABOVE ( ) BELOW] the floor of the adjacent streambed.

( ) 9. Spoils, stockpiles, and other fill materials shall be placed ( ) ABOVE THE BANKLINE ( ) BEYOND THE REACH OF FLOODING WATER ( ) ABOVE MEAN HIGHER HIGH WATER ( ) BEHIND PREVIOUSLY-CONSTRUCTED BERM(s).

Others:

( ) 10. ____

____

( ) 11. ____

____

Continued on Page 2

10. A new channel may be constructed under the following conditions:

    a. The old channel shall be permanently blocked at the the upstream end.

    b. Spoils from the excavation of the new channel shall be stockpiled, and after the diversion has been accomplished the material may be used to fill the abandoned channel.

    c. The new channel shall be completely excavated before diverting the stream flow.

    d. Any log groins placed shall be so designed that they will not be dislodged and drift downstream.

11. Debris in the channel such as logs and root clusters should be removed from the stream channel.

12. The Division of State Lands retains authority to temporarily halt or modify the project in case of excessive turbidity or damage to natural resources.

September 18, 1974

PURCHASE ORDER

PAGE OF

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

H 314969

SHIP TO: J. M. Versteeg, Room 223, State Highway Building, Salem, OR 97310

BILL TO: OREGON STATE HIGHWAY DIVISION, ACCOUNTING SECTION
438 HIGHWAY BUILDING, SALEM, OREGON 97310

P. O. DATE: 9-17-74

ACCOUNT NUMBER:

NO. INVOICES: 3

CREW NUMBER:

BIENNIUM:

BID NUMBER:

CLASS.:

FUND, PROJECT OR APPROPRIATION:

COMMODITY CODE:

REQ. NO.:

AGENCY NO.: 734

VENDOR

Division of State Lands
1445 State Street
Salem, Oregon 97310

INSTRUCTIONS TO VENDOR

ALL INVOICES MUST CARRY THIS PURCHASE ORDER NUMBER. PREPAY ALL TRANSPORTATION CHARGES UNLESS OTHERWISE STATED.

IF TRANSPORTATION IS BILLED AS SEPARATE ITEM, RECEIPTED FREIGHT BILL MUST ACCOMPANY INVOICE.

STATE IS NOT SUBJECT TO FEDERAL EXCISE TAX.

SEND 3 COPIES OF ITEMIZED INVOICE.

F.O.B.:

DELIVERY REQUIRED:

TERMS:

QUANTITY ORDERED	UNIT	REC'D.	DESCRIPTION	COMMODITY CODE	UNIT PRICE	ITEM TOTAL	COST DISTRIBUTION OR EQUIP. NO.
1	ea		Removal/Fill OSHD No. 96 & 96 Additional		$50.00		
			Canyonville-Glendale Jct. Section			$100.00	610-1048-900P
			Pacific Highway				
			Douglas County				
			CREW NO. 007-00				

I Certify the Above Items are within Current Budget Allowance

ORDERED BY:

DATE: 9-17-74

APPROVED

I Certify these Items are Authorized by the Dept. of General Services

AUTHORIZED AGENT SIGNATURE

DATE: 9-17-74

RECEIVED BY:

DATE

FORM 81-734-10

ORIGINATOR

Send To: Director, Division of State Lands
1445 State Street
Salem, Oregon 97310

OSHD Pemit No. 96
Canyonville-Glendale Jct. Sec.
Pacific Highway
Douglas County

FOR DIVISION USE:

Please return by ________
Date received ________
Permit No. 1574
Waterway ________
County ________

5-31-74

APPLICATION FOR REMOVAL OR FILL PERMIT

(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name J. C. COMPTON COMPANY
   Address P. O. Box 86 Telephone 472-4155
   City McMinnville State Oregon Zip Code 97128
2. Project Supervisor's Name Lloyd Clark
   Address P. O. Box 86 Telephone 472-7562
   City McMinnville State Oregon Zip Code 97128
3. Property Owner's Name Oregon State Highway Division
   Address State Highway Building Telephone 378-6558
   City Salem State Oregon Zip Code 97310
4. Will the project be removal X fill ____ combination ____ riprap X
5. Will your fill consist of rock X gravel ____ sand ____ silt ____ other ____
   Will your removal consist of rock ____ gravel X sand ____ silt X other ____
6. Volume of fill material required: annually ____ total project 700 Cu. Yds.
   Volume of removal required: annually ____ total project 1200 Cu. Yds.
7. Name of waterway affected by project Cow Creek
   a. Tributary of Wolf Creek
   b. RXXXXXXX NW 1/4 Section 22 Township 32 S Range 5 W
   c. County Douglas
   d. Popular local description of project location: Cow Creek Bridge on Interstate 5 Highway
8. What is the purpose of your project? Replace footing and columns on Bent 4 - southbound. Place riprap around other existing footings as shown on plans.

RECEIVED
SEP 17 1974
DIVISION OF STATE LANDS

PO # 314169

RECEIVED
SEP 16 1974
DIVISION OF STATE LANDS

Application for Removal or Fill Permit

Name
Permit No.

9. Describe your proposed operation (attach additional sheet if necessary): Contractor will use available earthmoving equipment and hand labor to perform the construction.

10. Where will you place dredge spoils, if any? Dredge spoils will be wasted along the highway roadbed.

11. When will project start? August 1974 Be completed? Not known at this time.

12. What does the project site look like at the present time? There is evidence of some erosion. Otherwise the area looks natural since the original construction took place several years ago.

13. What steps do you plan to take to restore area to its natural condition? Riprap placed adjacent to existing riprap will be left exposed - See Typical Section B-B on plans. Other riprap will be covered with excavated stream bed material - See Typical Section A-A on plans.

14. Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):
   a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
   b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
   c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
   d. Pertinent property boundaries.
   e. Spot elevations or contours if available. Reference datum must be noted.
   f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

Signed

Awarded: September 5, 1974
Time: 300 Calendar Workdays

Title President

Date September 11, 1974

Attach the following items:
Maps as requested in Item 14 Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

Application for Removal or Fill Permit

Name ________________
Permit No. ________________

9. Describe your proposed operation (attach additional sheet if necessary): Contractor will use available earthmoving equipment and hand labor to perform the construction.

10. Where will you place dredge spoils, if any? Dredge spoils will be wasted along the highway roadbed.

11. When will project start? August 1974 Be completed? Not known at this time.

12. What does the project site look like at the present time? There is evidence of some erosion. Otherwise the area looks natural since the original construction took place several years ago.

13. What steps do you plan to take to restore area to its natural condition? Riprap placed adjacent to existing riprap will be left exposed - See Typical Section B-B on plans. Other riprap will be covered with excavated stream bed material - See Typical Section A-A on plans.

14. Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):
    a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
    b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
    c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
    d. Pertinent property boundaries.
    e. Spot elevations or contours if available. Reference datum must be noted.
    f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

Awarded: September 5, 1974
Time: 300 Calendar Workdays

Signed ________________

Title President

Date September 11, 1974

Attach the following items:
Maps as requested in Item 14 Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

Send [illegible]or, Division of State Lands
[illegible] State Street
[illegible]m, Oregon 97310

OSHD PERMIT NO. 96 - Additional
Canyonville-Glendale Jct. Sec.
Pacific Highway
Douglas County
July 12, 1974

FOR DIVISION USE:
Please return by ____
Date received ____
Permit No. 1635
Waterway ____
County ____

APPLICATION FOR REMOVAL OR FILL PERMIT

(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name J. C. COMPTON COMPANY
Address P. O. Box 86 Telephone ____
City McMinnville State Oregon Zip Code 97128

2. Project Supervisor's Name Lloyd Clark
Address P. O. Box 86 Telephone JP 2-7562
City McMinnville State Oregon Zip Code 97128

3. Property Owner's Name Mr. W. F. Martin
Address Old Highway 99 North, Box 26 Telephone ____
City Glendale State Oregon Zip Code 97442

4. Will the project be removal ____ fill ____ combination X riprap ____

5. Will your fill consist of rock ____ gravel X sand ____ silt ____ other Crushing Reject Material
Will your removal consist of rock ____ gravel X sand ____ silt ____ other Bar Run

6. Volume of fill material required: annually ____ total project N/A
Volume of removal required: annually ____ total project 85,000 Cu. Yds.

7. Name of waterway affected by project Cow Creek
a. Tributary of Wolf Creek
b. River mile ____ Section 25 & 36 Township 32 S Range 6 W
c. County Douglas
d. Popular local description of project location: Cow Creek near Interstate Highway No. 5

8. What is the purpose of your project? To obtain material for surfacing aggregate.

RECEIVED
SEP 17 1974
DIVISION OF STATE LANDS
PO H314969

Applic[illegible]r Removal or Fill Permit

Name

Permit No.

9. Describe your proposed operation (attach additional sheet if necessary): Contractor will remove gravel and crush surfacing aggregate from gravel bars. In doing this work a new channel will be made for Cow Creek that will reduce flood damage during high water. SEE ADDITIONAL SHEET FOR MORE INFORMATION.

10. Where will you place dredge spoils, if any? In existing creek channel covered with a 2-foot gravel blanket.

11. When will project start? August 1974 Be completed? Fall 1975

12. What does the project site look like at the present time? It is a normal looking creek area with gravel bars.

13. What steps do you plan to take to restore area to its natural condition? The excavations will result in the main channel ending up near its original position. Log groynes will be placed along the new channel banks to discourage future erosion.

14. Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):

a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
d. Pertinent property boundaries.
e. Spot elevations or contours if available. Reference datum must be noted.
f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

Awarded: September 5, 1974
Time: 300 Calendar Workdays

Signed

Title President

Date September 11, 1974

Attach the following items:
Maps as requested in Item 14 Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

SP*10060-141

ADDITIONAL INFORMATION

This material source is in an area of Cow Creek that caused flood damage to adjacent landowners during the flood of 1974. It is their desire to realign the Cow Creek channel in a pre-1974 course in order to protect their property from future damage. Since gravel material is needed for the highway surfacing and this source is so close it seems appropriate that our needs could be satisfied while improving this flood problem area.

Following are copies of letters from the Cow Creek District Improvement Co., Wildlife Commission and Douglas County Water Resources Survey, extracted material from the preliminary Environmental Negative Declaration and a copy of the preliminary development plan concerning this proposal.

8060 **STATE COPY** Form Approved; O.M.B. No. 04-R2009 9

MONTHLY TRANSACTION NO. 9.35	DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Oregon
	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY Douglas
PROJECT REPORT NO. 3	9-13-74	PROJECT NO. I-5-2(78)82 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, Canyonville S. 17.48 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	8-7-74	17.48
OTHER (Specify)		

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,612,821	$ 3,333,910

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
for G.L. Green (Division Engineer)

Date executed by Division Engineer Sept 13, 1974

Form PR-2 (Rev. 9-73) PAGE 1 Previous Edition will be used.

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Fedtral reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid Project
No. I-5-2(78)82 Safety

CANYONVILLE-GLENDALE JCT. SECTION

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Salem, Oregon, September 9, 1974

Project agreement estimate.

Type Code 6201
Pavement Overlay (Sta. 494+00 thru Eq. 504+52.90Bk=30+09.93Ah. thru Eq. 588+50.03Bk=62+44.53Ah. to Sta. 417+00)

Aggregate Shoulders	18,000 ton	5.40	$ 97,200.00
Class "C" Asphalt Concrete Mixture	102,000 ton	5.50	561,000.00
Class "E" Asphalt Concrete Mixutre	40,000 ton	7.00	280,000.00
Asphalt Cement in Mixture	9,500 ton	85.00	807,500.00
Portland Cement Additive in Class "E" Mixture	400 ton	55.00	22,000.00
Asphalt in Tack Coat	110 ton	100.00	11,000.00
	Subtotal		$ 1,788,700.00
	Engineering		177,870.00
	Total		$ 1,956,570.00

Type Code Y101
Roadway (Safety Work) (Sta. 494+00 thru Eq. 504+52.90Bk=30+09.93Ah., thru Eq. 588+50.03Bk=62+44.53Ah. to Sta. 417+00)

Mobilization	All Required		315,900.00
Furnishing Field Laboratory	1 only	1,000.00	1,000.00
Temporary Protection and Direction of Traffic	All Required		20,000.00
Temporary Signs	1,370 sq.ft.	5.50	7,535.00
Oversized Advance Construction Signs	2 only	3,000.00	6,000.00
Flagmen	2,500 hours	11.00	27,500.00
Clearing and Grubbing	All Required		41,600.00
Removal of Structures and Obstructions	All Required		51,300.00
General Excavation	12,470 cu.yd.	4.00	49,880.00
Granular Embankment	290 cu.yd.	9.00	2,610.00
Trench Excavation	170 cu.yd.	6.50	1,105.00

Watering	400 M-gal.	5.00	2,000.00
8-inch Culvert Pipe	80 lin.ft.	5.00	400.00
12-inch Culvert Pipe	120 lin.ft.	10.00	1,200.00
18-inch Culvert Pipe	196 lin.ft.	12.75	2,499.00
24-inch Culvert Pipe	20 lin.ft.	18.00	360.00
Extra for Pipe Under Pavement	2 lin.ft.	25.00	50.00
Portland Cement Concrete in Sewer	23 cu.yd.	250.00	5,750.00
Reinforcement in Sewer	900 lbs.	0.50	450.00
Concrete Inlets, Type G-1	10 only	400.00	4,000.00
Concrete Inlets, Type Special	1 only	500.00	500.00
Guard Rail, Type 2A	75,000 lin.ft.	4.50	337,500.00
Guard Rail, Type 2A with Channel Rail	12,820 lin.ft.	9.44	121,020.80
Guard Rail, Type 3	270 lin.ft.	11.70	3,159.00
Metal Median Barrier	2,390 lin.ft.	15.50	37,045.00
Guard Rail Anchors, Type 1	40 only	335.00	13,400.00
Guard Rail Anchors, Type 2	45 only	283.00	12,825.00
Extra for Guard Rail Bridge Connections	20 only	345.00	6,900.00
Rail End Pieces, Type A	43 only	13.00	559.00
Rail End Pieces, Type C	40 only	125.00	5,000.00
Extra Posts with Blocks	826 only	29.00	23,954.00
Extra Rail Elements	575 lin.ft.	4.25	2,443.75
Concrete Barrier	23,650 lin.ft.	11.90	281,435.00
Drainage Curbs	10,360 lin.ft.	1.75	18,130.00
Loose Riprap, Class 50	15 cu.yd.	25.00	375.00
Guide Posts	900 only	11.50	10,350.00
Adjusting Manholes	2 only	500.00	1,000.00
Adjusting Inlets	26 only	150.00	3,900.00
Reconstructing, Concrete Inlets	13 only	300.00	3,900.00
Roadside Seeding and Mulching	11 acres	590.00	6,490.00

Signing

Removal of Existing Sign Installation	All Required		1,500.00
Painted Wood Sign Posts	All Required		1,200.00
Sign Support Footings	All Required		2,000.00
Breakaway Sign Posts and 3" I 5.7#	All Required		14,000.00
Type "A" and "B" Signs in Place	340 sq.ft.	15.00	5,100.00
Type "D" Signs in Place	216 sq.ft.	10.00	2,160.00
Move and Reinstall Existing Signs	All Required		1,500.00

Structures

Membrane Waterproofing	3,100 sq.yd.	8.00	$ 24,800.00
Paving Dam	72 lin.ft.	20.00	1,440.00
			$ 1,484,725.55

Anticipated Items

Permanent Pavement Striping	All Required	$ 8,500.00
Stage Construction Striping	All Required	5,000.00
Temporary Erosion Control	All Required	1,000.00
On the Job Trainees (8 @ $800)	All Required	6,400.00
		$ 20,900.00
	Subtotal	$ 1,505,625.55
	Engineering	150,625.45
	Total	$ 1,656,251.00

Length of Project 17.52 mile	
Overlay Cost of Roadway per Mile	$111,676.37
Safety Cost of Roadway per Mile	$ 94,534.87

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Overlay	$1,956,570.00	$1,805,522.00	$151,048.00
Safety	1,656,251.00	1,528,388.00	127,863.00
Total	$3,612,821.00	$3,333,910.00	$278,911.00

Contract No. 8060
Prefix 610-1048
Group 1 98%

Structures

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		$ 20,900.00
	Subtotal	$ 1,505,625.55
	Engineering	150,625.45
	Total	$ 1,656,251.00

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Safety	1,656,251.00	1,528,388.00	127,863.00
Total	$3,612,821.00	$3,333,910.00	$278,911.00

Contract No. 8060
Prefix 610-1048
Group 1 98%

[illegible]-8060

September 9, 1974

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

Re: Canyonville-Glendale Junction Sec.
Pacific Highway
Douglas County

As stated in subsection 107.02 of the special provisions for this project the State will obtain for you the permit required by the Division of State Lands for removal or filling of material in waterways as specifically required by the plans.

To complete the application to the Division of State Lands we must have the attached applications completed by you.

Information required is:

Your telephone number, the name and address of the Project Supervisor doing this work and your signature on page 2 on both applications.

You may expedite this matter by returning the completed applications as soon as possible.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:
ORIGINAL SIGNED BY
DONALD L. TROUT

Donald L. Trout
Design Office Engineer

DLT:jh
cc: Alfred Shirley
Curtis Duval

Send To: Director, Division of State Lands
1445 State Street
Salem, Oregon 97310

OSHD Pemit No. 96
Canyonville-Glendale Jct. Sec.
Pacific Highway
Douglas County

5-31-74

FOR DIVISION USE:
Please return by ____________
Date received ____________
Permit No. ____________
Waterway ____________
County ____________

APPLICATION FOR REMOVAL OR FILL PERMIT

(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name J. C. COMPTON COMPANY
   Address P. O. Box 86 Telephone ____________
   City McMinnville State Oregon Zip Code 97128
2. Project Supervisor's Name ____________
   Address ____________ Telephone ____________
   City ____________ State ____________ Zip Code ____________
3. Property Owner's Name Oregon State Highway Division
   Address State Highway Building Telephone 378-6558
   City Salem State Oregon Zip Code 97310
4. Will the project be removal X fill ______ combination ______ riprap X
5. Will your fill consist of rock X gravel ______ sand ______ silt ______ other ______
   Will your removal consist of rock ______ gravel X sand ______ silt X other ______
6. Volume of fill material required: annually ______ total project 700 Cu. Yds.
   Volume of removal required: annually ______ total project 1200 Cu. Yds.
7. Name of waterway affected by project Cow Creek
   a. Tributary of Wolf Creek
   b. RXXXXXXXX NW 1/4 Section 22 Township 32 S Range 5 W
   c. County Douglas
   d. Popular local description of project location: Cow Creek Bridge on Interstate 5 Highway
8. What is the purpose of your project? Replace footing and columns on Bent 4 - southbound.
   Place riprap around other existing footings as shown on plans.

Application for Removal or Fill Permit

Name ______________________

Permit No. ______________________

9. Describe your proposed operation (attach additional sheet if necessary):

Contractor will use available earthmoving equipment and hand labor to perform the construction.

10. Where will you place dredge spoils, if any? Dredge spoils will be wasted along the highway roadbed.

11. When will project start? August 1974 Be completed? Not known at this time.

12. What does the project site look like at the present time? There is evidence of some erosion. Otherwise the area looks natural since the original construction took place several years ago.

13. What steps do you plan to take to restore area to its natural condition? Riprap placed adjacent to existing riprap will be left exposed - See Typical Section B-B on plans. Other riprap will be covered with excavated stream bed material - See Typical Section A-A on plans.

14. Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):
   a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
   b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
   c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
   d. Pertinent property boundaries.
   e. Spot elevations or contours if available. Reference datum must be noted.
   f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

Awarded: September 5, 1974
Time: 300 Calendar Workdays

Signed ______________________

Title ______________________

Date ______________________

Attach the following items:
   Maps as requested in Item 14 Filing fee according to schedule
   Corps of Engineers Public Notice, or list number
   Letter from Planning Agency if required by Rule 85-205

Send To: Director, Division of State Lands
1445 State Street
Salem, Oregon 97310

OSHD PERMIT NO. 96 - Additional
Canyonville-Glendale Jct. Sec.
Pacific Highway
Douglas County
July 12, 1974

FOR DIVISION USE:
Please return by ____________
Date received ____________
Permit No. ____________
Waterway ____________
County ____________

APPLICATION FOR REMOVAL OR FILL PERMIT

(ORS Chapter 541.605 et seq)

(Please Print)

1. Applicant's Name J. C. COMPTON COMPANY
Address P. O. Box 86 Telephone ____________
City McMinnville State Oregon Zip Code 97128

2. Project Supervisor's Name ____________
Address ____________ Telephone ____________
City ____________ State ____________ Zip Code ____________

3. Property Owner's Name Mr. W. F. Martin
Address Old Highway 99 North, Box 26 Telephone ____________
City Glendale State Oregon Zip Code 97442

4. Will the project be removal ______ fill ______ combination X riprap ______

5. Will your fill consist of rock ______ gravel X sand ______ silt ______ other Crushing Reject Material
Will your removal consist of rock ______ gravel X sand ______ silt ______ other Bar Run

6. Volume of fill material required: annually ______ total project N/A
Volume of removal required: annually ______ total project 85,000 Cu. Yds.

7. Name of waterway affected by project Cow Creek
a. Tributary of Wolf Creek
b. River mile ______ Section 25 & 36 Township 32 S Range 6 W
c. County Douglas
d. Popular local description of project location: Cow Creek near Interstate Highway No. 5

8. What is the purpose of your project? To obtain material for surfacing aggregate.

Application for Removal or Fill Permit

Name ____________________
Permit No. ____________________

9. Describe your proposed operation (attach additional sheet if necessary):. Contractor will remove gravel and crush surfacing aggregate from gravel bars. In doing this work a new channel will be made for Cow Creek that will reduce flood damage during high water. SEE ADDITIONAL SHEET FOR MORE INFORMATION.

10. Where will you place dredge spoils, if any? In existing creek channel covered with a 2-foot gravel blanket.

11. When will project start? August 1974 Be completed? Fall 1975

12. What does the project site look like at the present time? It is a normal looking creek area with gravel bars.

13. What steps do you plan to take to restore area to its natural condition? The excavations will result in the main channel ending up near its original position. Log groynes will be placed along the new channel banks to discourage future erosion.

14. Please provide a location map (U.S.G.S. Quadrangle, Metsker map, Assessors map, or BLM map), and plan and cross section drawings of the project site showing the following information (minimum scale of plan and cross section—1" = 100 ft.):
    a. The specific location of the proposed project relative to the water body. Direction of water flow must be noted.
    b. The location of bankfull stage, or in an estuary, the line where significant upland vegetation ceases to grow because of frequent inundation.
    c. The location of the Ordinary Low Water line, or in estuaries, the Mean Low Tide line.
    d. Pertinent property boundaries.
    e. Spot elevations or contours if available. Reference datum must be noted.
    f. The location of Ordinary High Water or Mean High Tide, whichever is appropriate.

Awarded: September 5, 1974
Time: 300 Calendar Workdays

Signed ____________________

Title ____________________

Date ____________________

Attach the following items:
Maps as requested in Item 14 ✓ Filing fee according to schedule
Corps of Engineers Public Notice, or list number
Letter from Planning Agency if required by Rule 85-205

ADDITIONAL INFORMATION

This material source is in an area of Cow Creek that caused flood damage to adjacent landowners during the flood of 1974. It is their desire to realign the Cow Creek channel in a pre-1974 course in order to protect their property from future damage. Since gravel material is needed for the highway surfacing and this source is so close it seems appropriate that our needs could be satisfied while improving this flood problem area.

Following are copies of letters from the Cow Creek District Improvement Co., Wildlife Commission and Douglas County Water Resources Survey, extracted material from the preliminary Environmental Negative Declaration and a copy of the preliminary development plan concerning this proposal.

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

September 5, 1974

J. C. Compton Company
P. O. Box 8[illegible]
McMinnville, OR 97128

RECEIVED
SEP 6 - 1974
ROAD DESIGN

A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up____/____
Other________

Gentlemen:

The Oregon Transportation Commission on September 3, 1974, accepted your proposal for work on the Canyonville-Glendale Junction Section of the Pacific Highway in Douglas County for the sum of $3,372,747.55. The Commission referred your bid to the Administrator of Highways with authority to award the contract as soon as approval of the Highway Administration is received.

Approval has been received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 8060.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

js

bc Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle & Portland
C. T. Keasey
Walt Hart
Vince Gallagher
A. Shirley
Curtis Duval
Don Trout
Wm. Geibel (SAIF)

8060 Canyonville-Glendale Jct. [illegible] 1974
Sec. of Pacific Hwy. [illegible]
(Grade, pave, sign, structure) [illegible]

#8060

July 8, 1980

The Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, OR 97205

OSH 3
Contract #8060

Gentlemen:

On June 27, 1980, we wrote to you concerning release of final payment on Contract No. 8060 awarded to J. C. Compton Co. for work on the Canyonville-Glendale Junction Section of the Pacific Highway in Douglas County.

Final payment on this contract is $35.83 and the total contract amount is $3,559,365.12 including $54,339.71 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dma

cc: J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Hanson and Rowland, Inc. of Oregon
1311 N.W. 21st Avenue
Portland, OR 97209

bc: G. T. Kenney
Walt Hart
Alfred Shirley

8060

Department of Transportation
STATE HIGHWAY DIVISION

NOTED
H. S. COULTER

In Reply Refer to
File No. CON 5 #8060

June 23, 1980

RECEIVED
STATE HWY ENGR
JUN 25 '80
REFER TO
FOR

TO: ~~G. L. Green, Division Administrator~~
~~Federal Highway Administration~~

Warren Richard

FROM: for M. D. Glenn
Quality Control Engineer

SUBJECT: Canyonville-Glendale Jct.
FAP Nos. I-5-2(78)82 & ERFO-284(3)
Contract No. 8060
Request for Project Acceptance and
Participation in Costs for Corrective Measures

FHWA acceptance of this project has been pending subject to determination of the cause and responsibility for unstable Class "C" A.C. mixture produced in 1974.

This mix was produced from gravels excavated from the mandatory source at Martin Bar located on Cow Creek. The contractor crushed the gravels into two sizes, 1/2"-1/4" and 1/4"-0, with a high #10-0 ratio. The aggregate gradation design proposed by the contractor was for 20% 1/2"-1/4" and 80% 1/4"-0 combined with Chevron AR-2000 asphalt. This mixture, Laboratory No. 74-23228 complied with the specified gradation and retained strength requirements and was approved. The mixture was produced using a dryer drum plant.

The poor stability, low void content and borderline durability of this mix is evident from the data for the mix design used.

Mix Design 74-23228

Aggregates	20% - 1/2"-1/4"	80%-1/4"-0	
Asphalt	Chevron AR-2000		
Asphalt Content	5.7%	6.2%	6.7%
Index of Retained Strength	65	85	95
% Voids - 2nd (100%) Compaction	1.7	0.7	0.2
Stability Value	18	5	2.5

A stability value of 30 is considered minimum. A minimum Index of Retained strength of 70 is required. A mix with a void content of less than 1% is generally susceptible to bleeding.

Because of the detrimental qualities in this mix design, Jim Wilson recommended a second design to improve the durability and stability of the mix. This design reduced the 1/4"-0 to 70^0 and incressed the 1/2"-1/4" to 25% and was still considered to provide only a minimum level of stability.

Mix Design 74-24144

Aggregates	25% 1/2"-1/4" 75% - 1/4"-0		
Asphalt	Chevron AR-2000		
Asphalt Content	5.7%	6.2%	6.7%
Index of Retained Strength	---	---	---
% Voids - 100% Compaction	2.5	0.9	0.0
Stability Value	31	18	10

This design was not used as contractor shut down for winter and moved his dryer drum plant out. Other mix designs using various combinations of aggregate sizes available from this same source and Shell AR-2000 asphalt were worked up. The index of retained strengths were substantially improved but the stability values did not change appreciably and void contents were still considerably less than desirable.

Mix Design 75-11855

Aggregates	14% - 1/2"-1/4", 17% - 1/2"-0, 69% - 1/4"-0		
Asphalt	Shell AR-2000		
Asphalt Content	5.5%	6.0%	6.5%
Index Retained Strength	97	98	100
% Voids 100% Compaction	1.2	0.4	0.0
Stability Value - 100% Compaction	39	18	14

Mix Design 75-13958

Aggregates	13% - 1/2"-1/4", 25% - 1/2"-#10, 62% - 1/4"-0		
Asphalt	Shell AR-2000		
Asphalt Content	5.5%	6%	6.5%
% Voids - 100% Compaction	1.2	0.4	0.00
Stability Value	39	18	14

None of the mix designs using the Martin Bar aggregates provided the minimum desired level of stability and maintained the minimum Index of Retained strength and void contents desired throughout the mix design tolerance ranges.

In July, 1975, the contractor resumed paving the Class "C" base course on this project. The aggregates came from a different source at Kummer Bar and were combined with Shell AR-4000 asphalt in a 16,000 lb. batch plant. The mix design used (75-16139) provided stability values between 37 and 50 throughout the mix design tolerance range. No stability or tender mix problems were encountered with this mix even with design void contents equivalent to those obtained using the Martin Bar aggregates and using 0.5% higher asphalt content. (See attached graphs)

Mix Design 75-16139

Aggregate	26% - 1/2"-1/4",	74% 1/4"-0	
Asphalt	Shell	AR-4000	
Asphalt Content	6%	6.5%	7.0%
% Voids - 100%	2.0	0.8	0.0
Stability Values	50	50	37

There has been considerable research on this project. Cores were cut in May, 1975 and again in March, 1976 in the unstable area between N.B. 509+90 and 534+50. Additional cores were obtained throughout project in 1977 as this project was included in the "Evaluation of Construction and Short Term Performance Problems for Asphalt Pavements in Oregon" report by Jim Wilson and R. G. Hicks. Data relating to the "C" mix produced in 1974 was omitted from the report, however.

The average of test results on 6 inch cores cut from pavement compare favorably with the averages of test results from the daily plant reports. Results of 6 inch cores with the outer layer of cut aggregate removed may be considered valid provided results of several cores are combined. Normally we require at least two and preferably three cores from each location dependent upon lift thicknesses.

Results of cores cut from the outside northbound lane where rutting and corrugations occurred do indicate an excess of pass #10, pass #40, pass #200 and or excess asphalt content. However, there are core results with the same deficiencies from other areas where rutting did not occur. There are also Daily Plant Reports and record lab reports with test results indicating the A.C. mixture when placed complied with specifications or was deficient in the pass 1/4" and #10 sieves. Cores cut in 1976 at the same stations as those cut in 1975 indicate an increase in the pass 1/4", pass #10, and pass #40 sieves with the same or a slight decrease in the pass #200 and asphalt contents. None of the daily plant reports, laboratory tests or tank measurements indicate excess asphalt contents.

The contractor started paving on October 21, 1974. None of the material produced between October 21 and 29 was placed in areas where unstable mix was reported. Daily Plant Reports indicate excess pass #200 on three of the six days of paving during this period of time.

A review of the Daily Plant Reports indicates the unstable mix was placed between October 30 and November 6, 1974, with the majority being placed on October 30 and 31. Plant reports for October 30 indicate an excess pass #200 of 0.1% to 0.5% and asphalt contents between 6.1% and 6.5%. Asphalt tank measurements indicate an average of 6.3% used. One check test submitted to Salem, #74-24180, indicates mix complies with job mix tolerances with 3.6% pass #200 and 5.7% asphalt.

On October 31, the contractor reduced the pass 1/4" to the lower job mix tolerance level in an attempt to reduce the pass #200. Two record tests, and one check test for this day were submitted to the lab. One, #74-24450, indicated a 0.4 excess pass #200. The other two, #74-24181 and #74-24451, indicated mix was in compliance, although the pass #200 was at the maximum of 7.0%. Daily Plant Reports indicate excess pass #200 in the A.C. mix produced on three of the four days contractor worked between November 1 and November 6 when he closed down for the winter. Only the mix produced on November 5 was placed in the area overlayed, the remainder was placed outside the areas reported as unstable.

The excess fines, and/or asphalt; low stability and void values indicated by the test results on this project are similar to those reported on other problem pavements. We do not deny they contributed to the problems encountered. The test results, however, do not provide clear cut evidence that the unstable mix was entirely the contractor's responsibility. The possible unstability of mix using the fine aggregates from the Martin Bar source is evidenced by the low stability values of all the mix designs using this material.

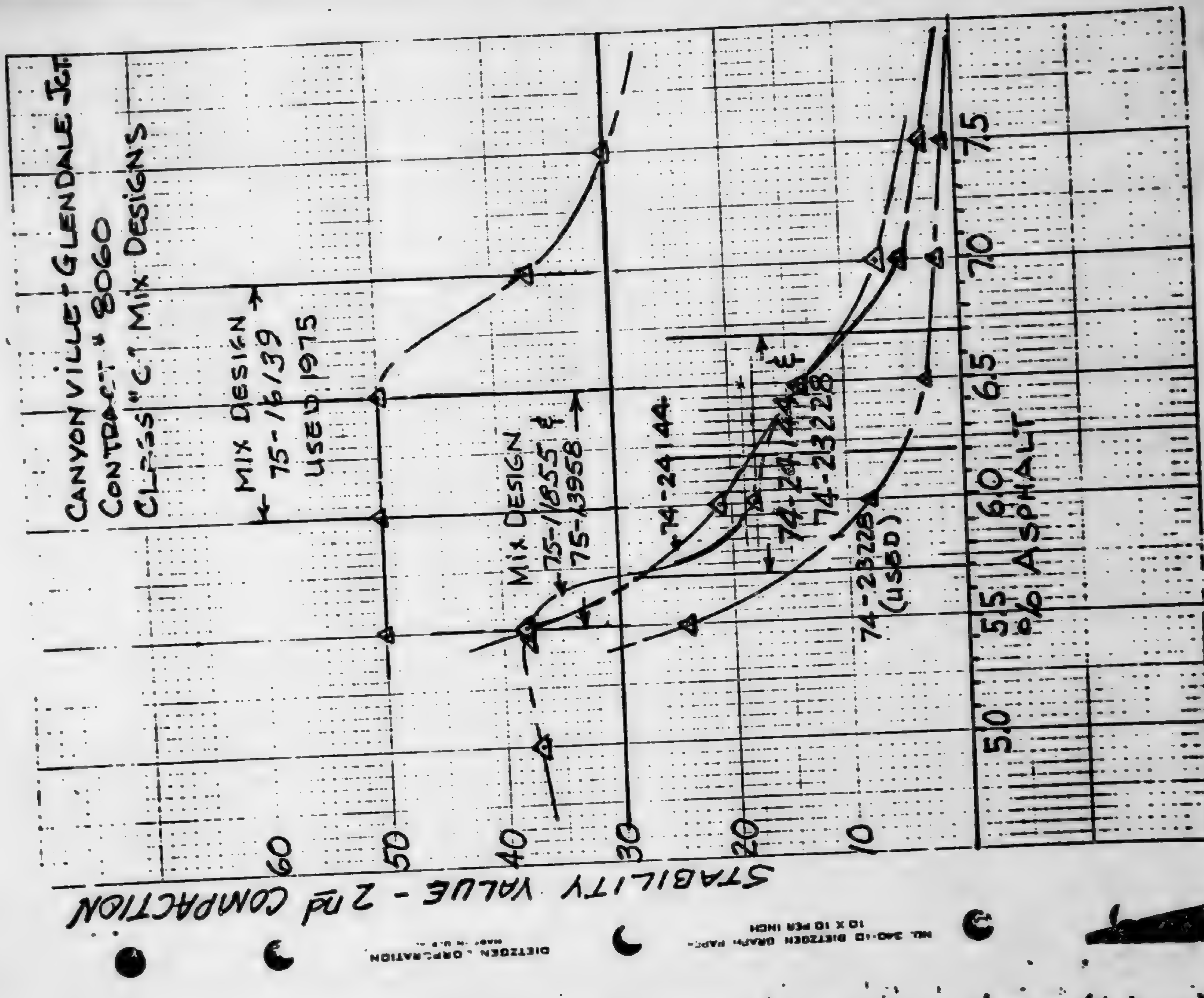
Low viscosity of recovered AR-2000 asphalt was also encountered on this project as with other problem pavements in Oregon and other states. The lower operating temperatures permitted at that time has been considered a contributory factor to unstable or tender mixes with the asphalts being supplied between 1973 and 1975. On this project the mix temperatures at the plant and at laydown were higher before and after October 29 and October 31 when the majority of the unstable mix was placed.

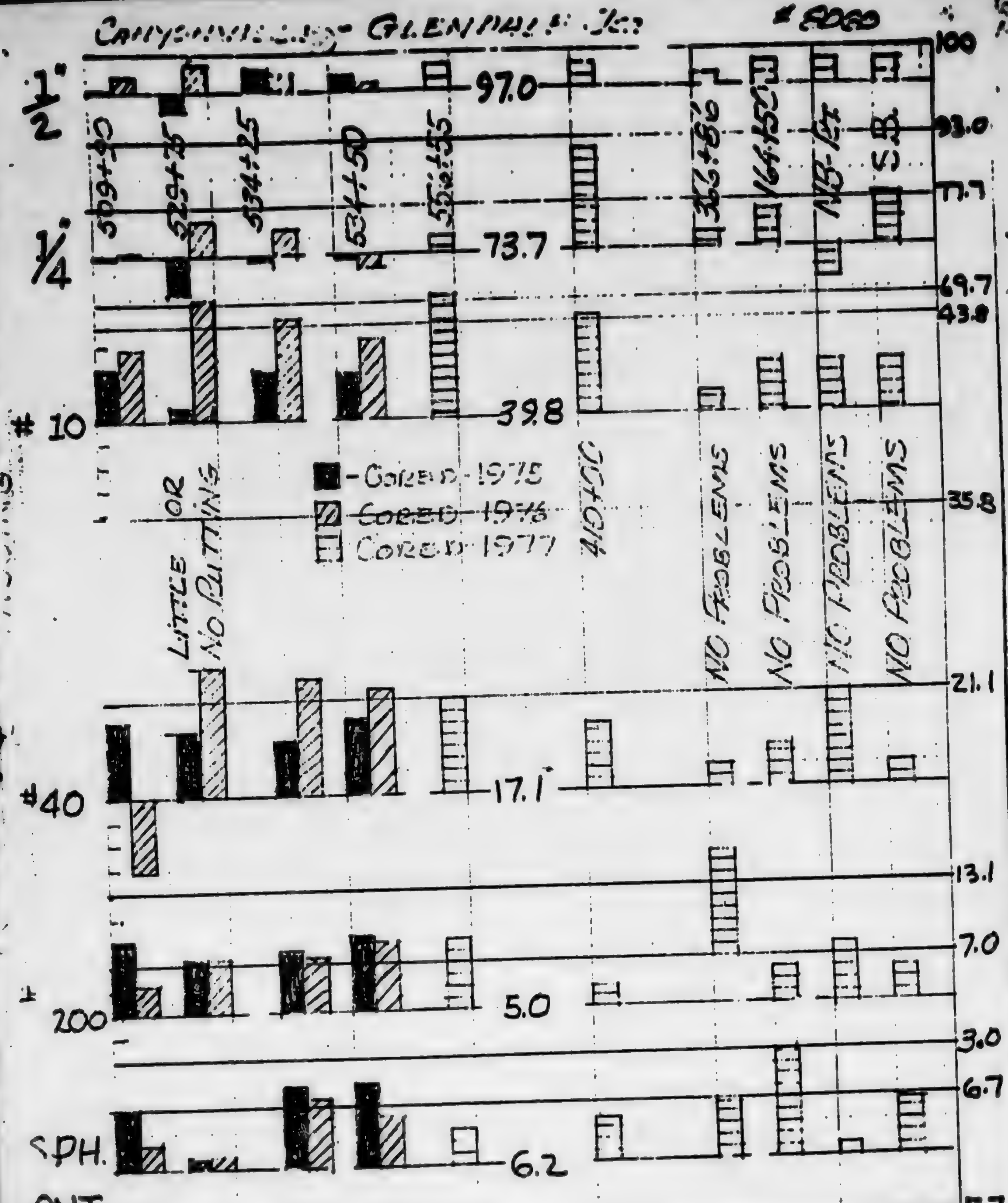
The corrective actions taken to prevent similar problems since this project was completed include raising of mixing and weather temperatures; revised asphalt and aggregate specifications and higher void contents in mix designs.

The planing and patching work performed by State forces and subsequent 1 inch overlay to level up the roadbed between Stations 392 and 568 has proven to be an effective solution to the problem. No further problems have been experienced on this project.

Your acceptance of this project and participation in the costs for the corrective action is requested.

MDG:mk:fr
Att.
cc: H. S. Coulter
Bob Church
John Jenkins


CANYONVILLE - GLENDALE JCT.
CONTRACT # 8060
CLASS "C" MIX DESIGNS
MIX DESIGN
75-16139
USED 1975
MIX DESIGN
75-11855 &
75-13958
74-24144
74-24144 &
74-23228
74-23228
(USED)
% ASPHALT
5.0
5.5
6.0
6.5
7.0
7.5
STABILITY VALUE - 2nd COMPACTION
10
20
30
40
50
60


CANYONVILLE - GLENDALE Jct.
# 8060
1"
1/2
1/4
# 10
#40
# 200
SPH.
ONT.
509+00
529+25
534+25
537+50
551+55
327+89
164+50
NB-Lt
SB
97.0
73.7
39.8
17.1
5.0
6.2
100
93.0
77.7
69.7
43.8
35.8
21.1
13.1
7.0
3.0
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5.7
■ - CORED - 1975
▨ - CORED - 1976
▤ CORED - 1977
LITTLE OR NO RUTTING
RUTTING
NO PROBLEMS
NO PROBLEMS
NO PROBLEMS
NO PROBLEMS

[illegible]

ROBERT W. STRAUB

Oregon State Highway Division

June 23, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey
Ass't. State Highway Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. I-5-2(78)32; ERFO-284(3); ER-284(

Contract 8060, Work Completed 2-6-76

Project Canyonville-Glendale Jct.

Highway Pacific

County Douglas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ______________________________

G.L. Green
Division Administrator

jms

cc: H.S. Coulter
C.T. Keasey
Alfred Shirley, Jr.
R.D. Church

Form 81-734 3179

June 10, 1980 CON 5

Mr. John Compton
J. C. Compton Company
P.O. Box 86
McMinnville, Oregon 97128

copy
Cond
7680

Dear John:

I was embarrassed after reviewing the files recently to discover that I had failed to repond to the contract claim type concerns you discussed with me over a year ago. I hope you will accept my apologies. Let me try to relate the results of what I was able to conclude and do in response to at least some of the things we talked about.

1. Purchase of rock from Meacham-Hilgard Section, Contract 7680.

   I reviewed the information in our files and visited with Bill Ferguson, John Hagedorn, as well as Region 5 and Construction office people. It appears we agreed to purchase, at $1.37, an estimated 55,000 tons of rock that you produced on this project for use on a later job and that this $1.37 price would apply to any quantity of material we used, which when added to the amount used in this contract, would total the "net quantity" as shown on the plans. As reflected in the correspondence, this price would apply to material we used up to about 58,458 tons. We also agreed to pay $1.29 a ton for any material we used over this amount. The records indicate that a total of 55,101.45 tons was used and paid for and that, although there was a desire to use all the available rock you had produced, this was all that we, in fact, did use. I must conclude that no additional compensation is warranted.

2. Problems encountered with obtaining a median crossing on the Canyonville-Glendale Junction Section, Contract 8060.

   The information in our files was reviewed and the circumstances discussed with people from our Construction office as well as Region 3. It appears that even though it was not the intent of our design to permit median crossings, this intent was not clear to the engineer that showed the project. My conclusions are that we goofed twice. First, in not making the intentions of the design clear to our engineer and, secondly, in not admitting this until pressured by the letter from your attorney. I have subsequently tried to impress on our people the importance of properly and uniformly discussing possible problems with all prospective bidders on a project, of willingly admitting when we have made mistakes, but primarily of the importance of working with our contractors to help them perform the work under a contract as economically as possible--that in the end the public will benefit through better work at lower costs when we work together.

3. Delay in time from completion of work to final acceptance and to final payment.

A review of the dates and comments in the memo Emerson Page wrote you indicates there is some misunderstanding as to when work on a contract has been completed. A date commonly referred to as the "completion date" is that point when the physical work is substantially completed and work day charges are stopped. The actual date we must use as final acceptance is the date when all contract obligations have been fulfilled by the contractor. Basically, we cannot accept the job until the project cleanup has been performed, any necessary repair or adjustment work completed, and the submission of any required bills, certificates, or other paperwork. Often the last obligation completed on contracts is the PR-47 form.

I certainly realize that delays from the time all the work is completed until final payments are made are costly to the contractors. The Construction office has a procedure where every couple of months following completion of work on a project, an inquiry is made of the appropriate region office to check on progress toward final acceptance; i.e., has the contractor sent in all his documentation, etc. We are investigating to see if some similar process from the region to the resident to the contractor might be beneficial.

4. Delays in getting information on assessment of penalties.

It is my hope that the studies and voluntary work on some projects currently underway using more of a statistical format of sampling will result in procedures that will provide better and more current information on projects. I think you know what is being done, but in case you don't, the following are some of the things we are trying and what we hope to achieve.

A. At contractor's option, test aggregate from cold feed for both job control and acceptance. This will permit more current information for any appropriate plant adjustments and daily information on any out of specification material that is incorporated in project. It has already reemphasized the importance of uniform crushing and stockpiling of the aggregate.

B. Where the contractor furnishes either calibrated storage tanks or a reliable meter in the asphalt supply, procedures other than extraction can be used to determine the percentage of asphalt in the mix. A nuclear gauge may be an additional tool.

C. Maintain and perhaps even emphasize an appropriate split in the responsibilities of the engineer and the contractor. The engineer will have to provide accurate and current information to the contractor on the acceptability of the material. The contractor will have to monitor the uniformity of the aggregate production and handling so that if a change occurs, a mix design change can be considered and made if proper or modifications in aggregate production undertaken to avoid costly price adjustments in the contract payments.

D. Following some trial applications of specific target numbers or percentages for mix designs similar to those in use by the FHWA, I would hope to agree on and adopt a schedule that would not only encourage contractors producing a quality product to avoid any reduction in compensation but perhaps even pay a premium for producing an even high quality road surface for the public.

5. Consider time extensions with price agreements.

A time extension can be considered at any time and for a variety of reasons. However, adjustment in time can only be made for those causes that are not only beyond the control of the contractor (which most additions to a contract are), but also which actually affect the time necessary for completion of work under the contract.

6. Consider assessing penalties on a 500 ton lot.

The task force is looking at a lot consisting of one shift's production which perhaps would be in the 2,000 to 3,000 ton size with tests normally on five sub-lots per lot. I think we both hope the material would be uniform enough so there would be no penalty.

7. Delay in getting information on penalties.

It is my hope that the new "cold feed" testing will provide daily or at least day following information on any possible penalty.

8. Should resident engineer be able to make modifications in mix design?

A resident engineer can obtain approval for a mix design change fairly rapidly in most cases through a telephone contact with the materials lab. We are working on ways to train or educate our field people on the implication of various modifications in mix designs. In many or most cases when a change may be appropriate, there has been some change in the gradation of the aggregates being produced. It is my conviction that the contractor has the prime responsibility of monitoring the crusher production and when the gradation starts to change, raise the question with the resident engineer so that either a change in the mix design or a change in the aggregate production can be considered, whichever is appropriate. I also believe the resident engineer has a responsibility to provide guidance to the contractor. To work properly it has to be a team effort.

9. Use the same specification for crusher and plant.

It is my opinion that we are and it is my conviction that in most cases if we don't, we will have problems, when considered with our proposed cold feed testing and drum mix plants. Our specifications are generally written towards an end product and I think this has to be. At the same time, the only place you can control the gradation of the aggregate, other than by adding muck sand or something, is to do so at the crusher. The only controlling that can normally be done after that is to control how much of the combined aggregate comes from each of the two or three piles. These test results will indicate how much segregation and perhaps degradation occurred following the crushing and screening operations but you can't change what the crusher has already done. This just points out the importance of uniformly crushing, piling and handling our aggregates.

10. Attitude of resident engineers about contractors.

After our meeting, I attended all last year's resident engineer meetings and tried to lay on them pretty heavy my philosophy that a part of a resident engineer's job is to help the contractor perform the work under the contract as economically as possible while still providing the public a quality product. Also, that it is my conviction that by and large the contractors are interested in, and want to build a road or bridge that will last and that they can point to with pride as an improvement with which they had a part. I would hope my spiels then and since have improved some attitudes. Any observations or recommendations you can give me would be gratefully appreciated.

11. Other items on specific contracts.

Because of the delay and my failure to respond earlier to you, I propose not going into individual discussions on each of the projects mentioned in the memos you gave me. It is my understanding that even though we and FHWA have some resolving still to do on at least one project, that final accounting or payments to you have been made. Following our meeting, the computations for non-specification materials were reanalyzed and computed. I reviewed these computations and couldn't find any errors not previously identified. (I was concerned about the rather sizable amount of material that our tests showed outside the specifications.) I hope, by this time, your retained security deposits have been released. Our records, at that time, indicated that you had either been notified of our release of the securities or they had been transferred at your request on about half of the projects before our meeting. If you are still having retainage on other problems, let me know and I will do what I can to solve them. I think I have rambled on long enough.

Again, I hope you will accept my apology for dropping the ball or losing it and not getting back to you earlier. Now that you are an old man over 50, I hope you will be tolerant of and forgive me.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:pf

bc: F. B. Klaboe
C. T. Keasey
Jack Sullivan

2

PHONE: [illegible]
AREA CODE [illegible]

J. C. COMPTON COMPANY

Highway Construction *General Contractors*

P. O. BOX 86
McMINNVILLE, OREGON 97128

August 28, 1979

State Highway Engineer
Oregon State Highway Division
State Highway Building
Salem, OR 97310

Re: Post Semi-Final Est. #19
Contract #8060
Canyonville-Glendale Jct.

Dear Sir:

Enclosed is our check in the amount of $8,183.94, to cover your invoice #126472.

You are reminded we still claim $3,041.80 deducted for alleged non-specification A. C.

Sincerely,

J. C. COMPTON COMPANY

By Emerson B. Page
Emerson B. Page

EBP:lj

Enclosures

CC: C. W. Head ✓
C. T. Keasey

AUG 31 1979
[illegible] HEAD
CE

8060

PHONE: [illegible]
AREA CODE [illegible]

J. C. COMPTON COMPANY

Highway Construction *General Contractors*

P. O. BOX [illegible]
McMINNVILLE, OREGON 97128

January 16, 1979

Ron Bussy, Resident Engineer
P. O. Box 267
Grants Pass, Oregon 97526

RE: Liquid Asphalt Recapitulation
Contract #8060, #8146, #8190, #8199

Dear Sir:

Congratulations!! It appears that the figures forwarded under your letter of January 8, 1979 are reasonably correct. We are willing to accept the 6.685 additional tons of payment for these four referenced projects.

Unless you hear to the contrary, we will assume your tack figures are correct. It seems that there is a possibility that we have a dispute with the oil company as to the return of a load. We will advise you if we feel there should be an additional adjustment.

We still feel that the Highway Division spent 2½ years in finaling these figures. After you sent us the complete set of plant reports for these projects (the contractor did not receive copies), it took approximately one hour to confirm your calculations. We sympathize with you for having to be the engineer remaining to compute this matter when it could have been so easily handled during the progress of the work. As we indicated to you, Mr. Gix, Mr. Keasey, and others attending the recent Salem meeting, the administration of construction contracts by the Highway Division during the past three years has been at a low ebb.

Hopefully, this 1975 project can now be finalized.

Sincerely,

J. C. COMPTON COMPANY

By: Emerson E. Page

RECE
DOT OPER
JAN 1[illegible] '79
REFER TO

EBP:cs

cc: H. S. Coulter
Carroll Keasey
James Gix

[illegible] ✓

8060

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Victor Atiyeh

January 30, 1979

~~J. C. Compton Company
Post Office Box 86
McMinnville, OR 97128~~

Dear John:

Canyonville-Glendale Section
FAP No. I-5-2(78)82
Contract No. 8060
Emerson Page's December 18, 1978
Letter to Bob Church

The holdup in final acceptance of this project has been explained to your representative, Emerson Page, on several occasions.

A review of records indicates that while monies are not due you, we can reduce the retainage on this project to zero. This will require your payment of approximately $8,753.00 for minor adjustments in bid items, royalty payments, and unsigned price agreements for reductions in prices, et cetera.

You will receive a post semi-final estimate and a billing from our Accounting Section detailing the amounts to be paid, after which your $25,000 security deposit will be released.

Very truly yours,

C. T. Keasey

C. T. Keasey
Asst. State Highway Engine

CTK:fr

RECEIVED
STATE HWY ENGR.
[illegible] 31 '79
REFER TO

cc: H. S. Coulter
Alfred Shirley, Jr.
Bob Church
Accounting Section
Files

Form 81-734-3132 (Rev. 7-77)

9060

PHONE [illegible]
AREA CODE [illegible]

J. C. COMPTON COMPANY

Highway Construction *General Contractors*

P. O. BOX 86 McMINNVILLE, OREGON 97128

NOTED
H. S. COULTER

December 18, 1978

Mr. Bob Church
Contract Payment Section
Oregon Highway Division
504 Executive House
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 20 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RE: Contract No. 8060
Canyonville—Glendale Section

Dear Mr. Church:

The referenced job has been completed over two years.

We have not received final payment.

What seems to be the hold-up?

Sincerely,

J. C. COMPTON COMPANY

By: EBP
Emerson B. Page

EBP:ca

cc: H. S. Coulter /
Carroll Keasey

Lowery will answer
12/21 HSC

#8060

PHONE: [illegible]
AREA CODE [illegible]

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86
McMINNVILLE, OREGON 97128

November 28, 1978

RECEIVED
STATE HWY ENGR
DEC -1 '78
REFER TO
FOR
Info | Invws | R/D | D/R | Sign | Act | File

Ronald V. Bussy, Resident Engineer
Oregon State Highway Division
P. O. Box 267
Grants Pass, Oregon 97526

RE: Liquid Asphalt Payment
Contracts #8146, #8060, #8190 & #8199

Dear Sir:

The following is in response to your calculations of September 11, 1978:

AR Asphalt	State Figures	Our Figures
Used	26,013.035 tons	26,013.035
Rejected	190.67	-0-
Tons Payable	25,822.365	26,013.035
Total Paid	25,796.530	25,796.530
Net Due	25,835	216.505
Tack		
Net Due	(2.79)	23,734

The 190.67 tons of AR and the difference in tack quantities is the dispute area.

In order that those areas be settled, we ask that you furnish the following information:

1. Documentation supporting the 190.67 tons of reject. Your recent figures do not address themselves as to how this figure was calculated and how the figures used in the calculations were generated.

2. You refer to "tack returned to stock" and "ending inventory". We would like any invoices and other documents or reports you may have to support this. We have none.

In the event that you cannot support these calculations we would maintain our demands as requested. These projects were started in 1974 so your prompt attention is requested.

Sincerely,

J. C. COMPTON COMPANY

By: Emerson B. Page

EBP:ca

RECEIVED
[illegible]
NOV 30 '78
REFER TO
FOR

2. You refer to "tack returned to stock" and "ending inventory". We would like any invoices and other documents or reports you may have to support this. We have none.

In the event that you cannot support these calculations we would maintain our demands as requested. These projects were started in 1974 so your prompt attention is requested.

Sincerely,

J. C. COMPTON COMPANY

By: Emerson B. Page

EBP:ca

RECEIVED
[illegible]
NOV 30 '78
REFER TO
FOR

October 13, 1977

The Travelers
1200 Sixth Avenue
Seattle, WA 98101

Attention: Brenda Nelson
Surety Department

Gentlemen:

Reference is made to your recent letter concerning the J. C. Compton Co. Contract No. 8060, Canyonville-Glendale Junction Section of the Pacific Highway in Douglas County.

This contract was completed on February 6, 1976, and has not yet been accepted by the State. Final payment will be made to the contractor after acceptance.

We will be glad to notify you of the acceptance date and the final contract price.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda

THE TRAVELERS

Surety Department
W. Joseph Scudder, Manager

October 6, 1977

State of Oregon
Department of Highways
Salem, Oregon

RE: J. C. Compton Company
Bond No. 212B1619

Gentlemen:

Thank you for your prompt reply to our status that was sent to you on July 19, 1977. It was noted that the final contract price for work on Canyonville to Glendale Jct. #8060 Pacific Highway, Douglas County, was not available.

Please indicate to us if the figure can be made available and advise me of the amount.

Thank you for your help and cooperation in this matter.

Sincerely,

Brenda Nelson
Brenda Nelson
Surety Department

NOTED
R. J. HACEK

not yet accepted — will be
final payment
made after acceptance,
amt not yet determined

RECEIVED
OCT 10 1977
HIGHWAY ACCOUNTING

(problem with bad pavement)
Info from [illegible]

NOTED
C. W. HEAD

SEATTLE OFFICE OF THE TRAVELERS INSURANCE COMPANIES
1200 Sixth Avenue, Seattle, Washington 98101
Home Office: Hartford, Connecticut

3CuG

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 27, 1977

U.S. National Bank
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company

We have received your notification of redemption for receipt #152179 savings certificate 305031 and reallocation of funds.

Summary:

	Prior Allocation		Amount of	New Allocation	
Contract	Amount	Rec.#	Change	Amount	Rec#
8060	$25,000	150202	-0-	$25,000	150202
8146	70,000	146129	5,000	75,000	146129
	5,000	152170	(5,000)	-0-	-0-
	75,000		-0-	75,000	
8199	10,000	146108	-0-	10,000	146108
	30,000	150120	-0-	30,000	150120
	40,000			40,000	
8222	2,000	150120	-0-	2,000	150120
	3,000	150202	-0-	3,000	150202
	5,000			5,000	
8236	15,000	146108	(15,000)	-0-	-0-
	30,000	146129	(20,000)	10,000	146129
	5,000	150120	(5,000)	-0-	-0-
	50,000		(40,000)	10,000	
8383	27,000	152170	(27,000)	-0-	-0-
8384	500	150120	(500)	-0-	-0-
8388	35,500	150120	5,500	41,000	150120
	72,000	150202	-0-	72,000	150202
	30,500	152170	(30,500)	-0-	-0-
	-0-	-0-	15,000	15,000	146108
	-0-	-0-	10,000	10,000	146129
	138,000		-0-	138,000	
8464	-0-	-0-	5,000	5,000	146129

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

cc: J.C. Compton Company

5060

Form [illegible]

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 17, 1977

FILE: CON 5 #8060

MDGlenn

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO THE FILES

SUBJECT: Canyonville-Glendale Section
Pacific Highway
FA Project No. I-5-2(78)82
Contract No. 8060
Acceptance of Non-spec. Class "C" AC

NOTED
E. S. HUNTER

On April 21, I went over this project with Bill Tison, Rock Pope and five members of the joint committee reviewing AC paving problems in Oregon. In addition to AC cores taken for investigation of paving problems by this joint committee, I requested additional cores at locations where reports indicated:

1. Mix complied with specifications and tender mix paving problems were encountered, and,
2. Where test reports indicated non-spec. material and paving problems were not encountered.

Bill Tison stated that he would review the daily reports, select the sites, notify the Region core man and have the cores cut. On May 12, I checked with Bill Tison and was informed that he had notified Region core man of the locations in which to take cores. I then contacted Rock Pope and was informed that cores had been cut at the locations indicated as follows:

LN 556 + 55 mix in specs. problems encountered.
LN 164 + 50 mix out of specs. no problems encountered.

These cores have been sent to the Lab and Bob Zitzewitz informed they would be arriving. He will notify me when the results have been obtained in order that we may continue our discussion with FHWA officials regarding this matter.

RECEIVED
STATE HWY ENGR
MAY 17 '77
REFER TO
FOR

MDG:fr

cc: E. S. Hunter
FHWA
Alfred Shirley, Jr.
William Tison
Jim Wilson

8060

ROBERT W. STRAUB

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 8, 1977

U.S. National Bank
McMinnville Branch
P.O. Box 690
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company

We have received your notification of the changes in allocation on safekeeping receipt #146129.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8060	$ 25,000	---	$ 25,000
8146	75,000	(40,000)	35,000
8199	40,000	---	40,000
8222	5,000	---	5,000
8236	10,000	---	10,000
8388	138,000	---	138,000
8435	---	12,000	12,000
8464	5,000	15,000	20,000
8482	---	13,000	13,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: J.C. Compton Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 11, 1977

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re; J.C. Compton Company

We have received safekeeping receipt 152162 for savings certificate 295317 in the amount of $62,500. This replaces safekeeping receipt 150291 for savings certificate 284145 in the amount of $285,000.

In accordance with our letters authorization the reduction in retainage requirements on various projects and your letter of March 1, 1977 following is a summary of projects and deposits:

Prior Allocation			Amount Changed This	New Allocation	
Contract	Amount	Rec.#	Transaction	Amount	Rec.#
8060	$ 25,000	150202	-0-	$25,000	150202
8146	72,000	150202	(72,000)	-0-	
	70,000	146129	-0-	70,000	146129
	73,000	150120	(73,000)	-0-	
	26,000	150291	(26,000)	-0-	
	-0-		5,000	5,000	152162
	$241,000		(166,000)	$75,000	
8199	10,000	146108	-0-	10,000	146108
	62,000	150291	(62,000)	-0-	
	-0-		30,000	30,000	150120
	72,000		(32,000)	40,000	
8222	3,000	150202	-0-	3,000	150202
	22,000	150291	(22,000)	-0-	
	-0-		2,000	2,000	150120
	25,000		(20,000)	5,000	

8236	$ 30,000	146129	-0-	$ 30,000	146129
	15,000	146108	-0-	15,000	146108
	5,000	150291	(5,000)	-0-	
	-0-		5,000	5,000	150120
	50,000		-0-	50,000	
8383	27,000	150291	(27,000)	-0-	
	-0-		27,000	27,000	152162
	27,000		-0-	27,000	
8384	25,000	150291	(25,000)	-0-	
	-0-		500	500	150120
	25,000		(24,500)	500	
8388	118,000	150291	(118,000)	-0-	
	-0-		30,500	30,500	152162
	-0-		35,500	35,500	150120
	-0-		72,000	72,000	150202
	118,000		20,000	138,000	
Totals	583,000		(222,500)	360,500	

Security Summary					
	$ 25,000	146108	-0-	$ 25,000	146108
	100,000	146129	-0-	100,000	146129
	73,000	150120	-0-	73,000	150120
	100,000	150202	-0-	100,000	150202
	285,000	150291	(285,000)		
	-0-		62,500	62,500	152162
	$583,000		(222,500)	$360,500	

V.E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payment Executive

JJK:mm

cc: J.C. Compton

bc: C.W. Head
R. Church
C.W. Barrett (Att)

NOTED
C. W. HEAD

8

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 12, 1977

U.S. National Bank
P.O. Box 400
McMinville, OR 97128

Attention: Peggy J. Mathews
General Loan Officer

Re: J.C. Compton

We received your safekeeping receipt 150291 covering savings certificate #284145 for $285,000 which replaces matured certificate #284021 for $440,500.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8060	$ 25,000	-0-	$ 25,000
8146	241,000	-0-	241,000
8199	72,000	-0-	72,000
8222	25,000	-0-	25,000
8236	265,500	(215,500)	50,000
8383	12,000	15,000	27,000
8384	15,000	10,000	25,000
8388	83,000	35,000	118,000

Vernon E. Skoog,
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: J.C. Compton

NOTED
C. W. HEAD

bc; C.W. Head (Att.) ✓
R. Church
C. Barrett (Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

US BANK

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

150291

Branch McMinnville No. 17

DATE Jan. 10, 1977

For The Account of Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

DEPOSITED BY J. C. Compton Co.

$285,000.00 U. S. Bank Savings Cft. #284145 dtd 1-10-77 due 2-9-77
5.0%in name of J. C. Compton Co. endorsed by J. C. Compton Co.
(renewal of cft. #284021)
in lieu of retainage for

job #8146	$26,000	#8384	$25,000	Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division
8199	62,000			
8222	22,000			
8236	5,000			
8388	118,000			
8393	27,000			

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they [illegible] entered for collection through the usual channels without further instructions, subject to the conditions printed on the face hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the [illegible] of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless [illegible] instructed in writing by the owner.

NOT NEGOTIABLE

[illegible]

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

Branch McMinnville No. 17

150291

DATE Jan. 10, 1977

For The Account of Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$285,000.00 U. S. Bank Savings Cft. #284145 dtd 1-10-77 due 2-9-77
5.0%in name of J. C. Compton Co. endorsed by J. C. Compton Co.
(renewal of cft. #284021)
in lieu of retainage for

job #8146	$26,000	#8384	$25,000	Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division
8199	62,000			
8222	22,000			
8236	5,000			
8388	118,000			
8393	27,000			

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they [illegible] entered for collection through the usual [illegible] without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt [illegible]. We assume no responsibility for the [illegible] of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

8060

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 5, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, OR 97128

Attn: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts: 8060, 8146, 8222, 8236, 8383, 8384, 8388

We received your safekeeping receipt 150267 for certificate #270142, $440,500. The Safekeeping receipts for matured certificates 256803, $15,000, and 270020, $287,500 are enclosed.

The above transactions affect securities deposited in lieu of retainage on our contracts with J.C. Compton as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8060	$ --	$ 7,500.00	($ 7,500.00)
8146	26,000.00	30,000.00	(4,000.00)
8222	22,000.00	65,000.00	(43,000.00)
8236	220,500.00	144,000.00	76,500.00
8383	12,000.00	—	12,000.00
8384	15,000.00	—	15,000.00
8388	83,000.00	—	83,000.00
8199	62,000.00	56,000.00	6,000.00
Total	$440,500.00	$302,500.00	$138,000.00

Authorization to reduce securities in lieu of retainage on contracts 8059/60 by $32,500 was given in my letter to you of September 29, 1976. Replacement of certificate #270020 by certificate 270142 results in a $7,500 decrease. Therefore, $25,000 is available for transfer from contract 8060 to contract 8146.

Also, retainage requirements on contract 8222 have been further reduced to $5,000. At any time, $31,000 may be released to the contractor or applied to other contracts.

Vernon E. Skoog
Controller

By ______________________
Janice H Peterson
Contract Payments Executive

cc: J.C. Compton

bc: C.W. Head ✓ R. Cchurch C. Barrett

8060

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 1, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts: 8059/60, 8146, 8199, 8222, 8236

We received your safekeeping receipt no. 150247, covering TCD no. 270020, in the amount of $287,500. This replaces TCD no. 256761, (Safekeeping receipt no. 150228) which has matured. There is no change in the amount deposited in lieu of retainage on our contracts with J.C. Compton Co.

A copy of the Safekeeping receipt for the matured certificate is enclosed.

V. E. Skoog
Controller

By ____________________
Janice H. Peterson
Contract Payments Executive

JHP:mm

Enclosure

cc: J. C. Compton Co.

bc: C.W. Head
R. Church
C. Barrett

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

Branch McMinnville No. 17

150247

DATE 9/28/76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acct.
☐ CR. SVNG. Acct
☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$287,500.00 U. S. Bank Savings Certificate No. 00 270020
dtd 9/28/76 due 10/28/76 5.000% reg n/o J. C. Compton Co.
endorsed by J. C. Compton Co. (renewal of Cert. No. 25X
256761 in lieu of retainage for job

#8059	7,500
#8146	30,000
#8199	56,000
#8222	65,000
#8236	129,000

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which by the acceptance hereof are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges pertaining to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

UNITED STATES NATIONAL BANK OF OREGON

September 29, 1976

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #150247 covering U. S. Bank Savings certificate #00 270020 in the amount of $287,500.00 in lieu of retainage for jobs #8059-$7,500.00, #8146-$30,000.00, #8199-$56,000.00, #8222-$65,000.00, #8236-$129,000.00 . This renews certificate #256761.

Very truly yours,

Peggy J Mathews

Peggy J. Mathews
General Loan Officer

bjm

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

8.6.

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 29, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy Mathews

Re: J.C. Compton Co.
Contracts: 8059/60

Our Contract 8059 with J.C. Compton has been finaled. Contract 8060 requires only a $25,000.00 deposit to cover retainage.

Presently you hold $57,500.00 in lieu of retainage on Contracts 8059/60; $32,500 may be released to the Contractor or transferred to other Contracts with J.C. Compton.

Vernon E. Skoog
Controller

by ____________________
Janice H. Peterson
Contract Payments Executive

JP:mm

cc: J.C. Compton Co.

NOTED
[illegible]

bc: C.W. Head
R. Church
C. Barrett

#5110

PRO 6-2

September 17, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. [illegible]

FROM L. W. Rulien
Program Management Engineer

SUBJECT Emergency Relief Funding

In conformance with FHPM 6-3-2-10, Par. 13a, we submit the following progress and funding needs report for our ER/ERFO projects. The following listed projects have not had the final voucher submitted and are considered to be active projects:

ER-281(1) Silver Point Slide (R/W)
ER-281(4) Silver Point Slide (Construction)
ER-284(1) Cow Creek Bridge Section
ER-284(3) Canyon Cr. Pass-Canyonville Section
ER-293(1) Swamp Cr.-Lobster Valley Rd. Section
ER-298(1) Tillamook Co. FAS Routes
ER-322(1) Josephine Co. FAS Routes

The present authorized funding within the projects is expected to be sufficient to complete the emergency repair. We may need to transfer funds between projects to claim all eligible funds.

DAR:re

cc: E. S. Hunter
V. E. Skoog
D. E. Swan

8060

5

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 7, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8236

We received your safekeeping receipt 150234 covering TCD 256803, $15,000. We enclose safekeeping receipt 150233 covering matured TCD 25669, $25,000.

This transaction results in a $10,000 decrease in securities deposited in lieu of retainage on contracts 8059/60. $15,000 is credited to contract 8236.

Please call our office before release of any additional securities on contracts 8059/60, as J.C. Compton is approaching the required amount of $50,000.

Vernon E. Skoog
Controller

by

Janice H. Peterson
Contract Payments Executive

Enclosure

cc: J.C. Compton Co.

bc: C.W. Head
R. Church
C. Barrett
File

8060

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 31, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

RE: J.C. Compton
Contracts 8059/60, 8146, 8199, 8222, 8236

We received your safekeeping receipt 150228 covering TCD #256761, $ 287,500. We understand this is a replacement for matured TCD 25661, $386,000. The allocation of the current certificate, the matured certificate, and the net change in the amounts deposited on our contracts with J.C. Compton is as follows:

Contract	TCD 256761	TCD 256661	Net Change
8059/60	$106,000	$ 7,500	(93,500)
8146	30,000	30,000	"
8199	56,000	56,000	"
8222	65,000	65,000	
8236	129,000	129,000	

Per our telephone conversation of August 31, we have changed our copy of safekeeping receipt 150228 to read "#8059,$7,500" from "8059, $75,000.

Vernon E. Skoog
Controller

by

Janice H. Peterson
Contract Payments Executive

cc: J.C. Compton

bc: C.W. Head ✓
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8060

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 31, 1976

Oregon State Treasurer
103 Capitol Bldg
Salem, Or 97310

Attention: Merle Crowe

Re: J.C. Compton
Contracts 8059/60

Please return $35,000 in Multnomah Co. School Dist. No 3 bonds to the J.C. Compton Co. and cancel your safekeeping receipt 1622. These bonds are securities deposited in lieu of retainage on contracts 8059/60 and are no longer needed.

Vernon E. Skoog
Controller

by

Janice H Peterson
Contract Payments Executive

cc: J.C. Compton Co.

bc: C.W. Head
R. Church
C. Barrett

8060

D

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

August 2, 1976

~~U.S. National Bank~~
~~P.O. Box 600~~
~~McMinnville OR 97128~~

Attn: Peggy J. Mathews

Re: J.C. Compton
Contracts 8059/60, 8236

We received your safekeeping receipt 150223, covering TCD 256699, $25,000 (renewal of TCD 251371). There is no charge on the amount deposited in lieu of retainage on our contracts with J.C. Compton Co.

Vernon E. Skoog
Controller

by________________________
Janice Peterson
Contracts Payments Executive

cc: J.C. Compton Co. (P.O. Box 86, McMinnville OR 97128)

✓ bc: C.W. Head
R. Church
C. Barrett

C. [illegible]

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150223

Branch McMinnville No. 17

DATE July 29, 1976

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't ______
☐ CR. SVNG. Acc't ______
☐ Remit ______

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$25,000.00 U. S. National Bank of Oregon 5.0% nonnegoti·ble time cft. of dep. #256699 dtd 7-28-76 due 8-27-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal cft. #251371)

In lieu of retainage for
job #8060 $10,000
8236 15,000

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

July 29, 1976

Finance Branch Re: J. C. Compton Co.
Oregon State Highway Division
Salem, OR 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #150223 covering $25,000 time certificate #256699 in lieu of retainage job #8060 $10,000 and #8236 $15,000. This is for renewal of certificate #251371.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

RECEIVED
JUL 30 1976
CONTRACT ACCOUNTING

abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

8.6.

OREGON STATE
HIGHWAY DIVISION

July 23, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8146, 8199, 8222, 8236

We received your safekeeping receipt 150219 covering TCD 25661, $386,000. This renews TCD's 251341, $387,000 and 251303, $23,000. Also, you may return the following bonds to the contractor:

Wolf Creek Water Dist., 91/5	$5,000
Clackamas SD #28, 176/80	5,000
Salem Hts. Water Dist., 265/67	3,000
Alto Park Water, 22/3	2,000

By copy of this letter, we are asking the State Treasurer to return $4,000 in Multnomah Co. School District #3 bonds on their safekeeping receipt 1617 to J.C. Compton.

To allow return of the above bonds, it is necessary to change the distribution of the $386,000 TCD from that stated on your letter of July 16, 1976. Please change your records to show the distribution as follows:

Contract	Amount
8059/60	$106,000
8146	30,000
8199	56,000
8222	65,000
8236	129,000

Vernon E. Skoog, Controller

by____________________
Janice Peterson
Contract Payment Executive

cc: J.C. Compton Co.
Oregon State Treasurer

bc: ✓ CW Head
R. Church
C. Barrett

E-129

Jct Sec. 2-5

DIVISION OF STATE LANDS

1445 STATE STREET • SALEM, OREGON • 97310 • Phone 378-3805

OREGON STATE LAND BOARD

ROBERT W. STRAUB
Governor

CLAY MYERS
Secretary of State

JAMES A. REDDEN
State Treasurer

WILLIAM S. COX
Director

July 20, 1976

Highway Division
Design Section
Highway Building
Salem, OR 97310

Attn: Don Trout

RECEIVED
JUL 23 1976
ROAD DESIGN SECTION

____ Votsberg ____
____ Olson ____
____ [illegible] ____
____ Scott ____
____ Swenson ____
____ Savage ____
____ Trout ____

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ___/___/___
Other ____

Gentlemen:

One year ago, the Division of State Lands issued a Removal/Fill permit to you authorizing certain work within the beds and banks of the waters of this state. That permit will expire very soon and if you wish to continue the activity it will be necessary to renew the permit within the next few weeks. If you do not wish to renew this permit please initial the appropriate box below and return this letter to our office.

We have an application and suitable plans and drawings on file for this project - as it was envisioned last year. If no changes are planned, the application on file will be used in project review. If you plan to do other work or modify your earlier plans, please complete the attached application and send it, with suitable maps and drawings, to our office. Regardless of which path you take regarding the application, you should initial the renewal box below and send this letter and a check for the renewal fee (shown below) to our office.

If you have any questions involving the permit program or this renewal, please call Jan Haley at 378-3059.

Sincerely,

Stan Hamilton

Stanley F. Hamilton, P. E.
Waterway Manager

SFH:mp

Enclosure

Permit No. RP 1574 Hwy Job No. 96
Expiration date 9-18-76
Please return by 8-10-76
Fee 350.00

____ Please renew this permit. There is no change in plan from last year.
____ Please renew this permit. Attached are revised application and drawing.
[illegible] I do not wish to renew this permit.

original to State Lands [illegible]

8060

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 14, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

RE: J.C. Compton
Contracts 8059/60, & 8236

Attention: Peggy J. Mathews

Please transfer $94,000 of TCD 251341 (safekeeping receipt 150212) deposited in lieu of retainage on contract 8059/60 to contract 8236. This transfer is at the request of the contractor, J.C. Compton.

V.E. Skoog
Controller

BY ______________________
Janice Peterson
Contract Payments Executive

VES:JP/jm

cc: J.C. Compton Co.

bc: C.W. Head ✓
R. Church
C. Barrett

8060

June 29, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Re: J.C. Compton Co.
Contracts 8059/60 & 8236

Attention: Peggy J. Mathews

We received your safekeeping receipt 150215, covering TCD 251371, $25,000. This replaces matured certificate 4 213820. There is no change in amounts deposited in lieu of retainage on our contracts with J.C. Compton Co.

V.E. Skoog
Controller

BY
Janice Peterson
Contract Payments Executive

JP/jm

cc: J.C. Compton Co.

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150215

Branch McMinnville No. 17

DATE June 25, 1976

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't ______
☐ CR. SVNG. Acc't ______
☐ Remit ______

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$25,000 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #251371 dtd 6/25/76 due 7/26/76 in the name of J. C. COmpton Co. encorsed by J. C. Compton Co. (renewal cft #4 213820)

In lieu of retainage for

job #8060	$10,000
8236	9,000
8236	6,000

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division.

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

RECEIVED
JUN 29 1976
CONTRACT ACCOUNTING

June 25, 1976

Finance Branch
Oregon State
Highway Division
Salem, OR 97310

RE: J. C. COMPTON CO.

Gentlemen:

We are enclosing herein our safekeeping receipt #150215 covering $25,000 time certificate #251371 in lieu of retainage job #8060 $10,000, #8236 $9,000, and job #8236 $6,000. This is for renewal of certificate #4 213820.

Cordially yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

PJM/rdg

Enclosure

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

8060

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 21, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton
Contracts 8059, 8060, 8146, 8199, 8222 & 8236

We received safekeeping receipt 150212 covering TCD #251341, $337,000. This replaces the following TCD's: 238642, 238643 238551 and 238621. There is no change in amounts deposited in lieu of retainage on our contracts with J.C. Compton.

The safekeeping receipts for the matured certificates are enclosed.

V.E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

VES:JP/jm

Enc.

cc: J.C. Compton Co.

bc: C.W. Head ✓
R. Church
C. Barrett

UNITED STATES NATIONAL BANK OF OREGON

June 17, 1976

Finance Branch
Oregon State
Highway Division
Salem, OR 97310

Re: J. C. Compton
C

Gentlemen:

We are enclosing herein our safekeeping receipt #150212 covering $337,000.00 time certificate #251341 in lieu of retainage job #8146 $21,000, #8059/60 $192,000, #8199 $55,000, #8222 $39,000, and job #8236 $30,000. This is for renewal of certificates #238642/43, 238551, and 238621.

Cordially yours,

Peggy J Mathews

Peggy J. Mathews
General Loan Officer

PJM/rdg

Enclosure

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

150212

Branch McMinnville No. 17

DATE June 15, 1976

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

unds in thisa
ertificate
o be released
o J. C.
ompton Co.
nly upon
ritten notice
e disburse
rom Oregon
tate Highway

$337,000.00 U. S. Bank Savings Cft. non-negotiable cft. of dep. 5.375% #251341 dtd 6-15-76 due 7-15-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #238642/43, 238551, 238621) in lieu of retainage for

job #8146	$21,000
Job #8059/60	$192,000
Job #8199	$55,000
Job #8222	$39,000
Job #8236	$30,000

RECEIVED
JUN 18 1976
CONTRACT ACCOUNTING

[illegible]es covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be presented for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

I.b.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 9, 1976

Oregon State Treasurer
Rm. 103, Capitol Bldg.
Salem, Oregon 97310

Attention: Merle Crowe

Re: J.C. Compton
Contracte 8059/60, 8146 & 8222

Please return the following City of Eugene G.O. bonds, due 6-1-76, to the contractor, J.C. Compton Co.

Safekeeping Rect.	Amount	Contract
1596	$50,000	8059/60
1597	35,000	8146
1610	6,000	8222
1616	12,000	8146
2017	8,000	8059/60
2018	2,000	8222

V.E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

JP/jm

cc: J.C. Compton Co.

hc: C.W. Head
R. Church
C. Barrett

RECEIVED
JUN [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#8030

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 9, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

We confirm receipt of your safekeeping receipt 150202 covering Tri-City Sanitary Dist. bonds $100,000.

We are returning receipt 150203, covering TCD 251303, $23,000. Please change and reissue this receipt as follows:
replace "in lieu of retainage for jot 8146, $10,000" to "in lieu of retainage for job 8059/60, $8,000 and job 8222, $2,000."

This is necessary to cover the amounts being returned on City of Eugene bonds held by the State Treasurer.

Your letter failed to note $10,000 in bonds being returned to J.C. Compton on your safekeeping receipt 146041. Without your notification, we can only assume that you still hold these bonds. Please confirm the disposition of the bonds.

V.E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

cc: J.C. Compton
bc: C.W. Head
R. Church
C. Barrett

Re: JC Compton Contracts 8059/60, 8146,
8222

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

150203

Branch McMinnville No. 17

DATE 6/4/76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$23,000.00 5% U. S. Bank Savings Certificate No. 00 251303
dtd 6/4/76 due 7/6/76 n/o J. C: Compton Company endorsed
by J. C. Compton Company
in lieu of retainage for job #8146-$10,000.00
in lieu of retainage for job #8222-$13,000.00

Funds in the certificate to be released to J.CCompton Company only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

Returned
to
Bank

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

Branch McMinnville No. 17

150202

DATE 6/4/76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't ______
☐ CR. SVNG. Acc't ______
☐ Remit ______

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$50,000.00 Tri-City Sanitary District Gen. Ob. Bd. dtd 4/1/76
Funds in th6½% Nos. 186/95 w/8/76 & s.c.a. due 2/1/95
certifi- $47,000.00 in lieu of retainage for job # 8146
cates to $ 3,000.00 in lieu of retainage for job #8222
be releas- $50,000.00 Tri-City Sanitary District Gen. Ob. Bd. dtd 4/1/76
d to J. due 2/1/96 6½% w 8/76 & s.c.a
C. Compton in lieu of retainage for job # 8060
Co. only upon written notice to disburse from Oregon State Highway
Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

MCMINNVILLE BRANCH
336 E. 3RD STREET
P. O. BOX 600, MCMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

June 4, 1976

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #150202 covering $50,000.00 Tri-City Sanitary District General Obligation Bond dated 4/1/76 due 2/1/95 6¼% Nos. 186/95 with 8/1/76 and s.c.a. representing retainage for $47,000.00 job # 8146 and $3,000.00 job # 8222.

Also represented on this receipt # 150202 is $50,000.00 Tri-City Sanitary District General Obligation Bond dated 4/1/76 due 2/1/96 6¼% with 8/1/76 and s.c.a. representing retainage for $50,000.00 job #8060.

Also enclosed is our safekeeping receipt #150203 covering $23,000.00 U. S. Bank Savings Certificate No. 00 251303 dated 6/4/76 due 7/6/76 name of J. C. Compton Company representing retainage for $10,000.00 job #8146 and $13,000.00 job #8222.

These funds replace Oregon State Safekeeping ✓ #1596-$50,000.00, ✓ #1597-$35,000.00, ✓ #1616-$12,000.00 ✓ #1610-$6,000.00 and #1596-$10,000.00, with funds to be returned to J. C. Compton Company.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

bjm

PC: J. C. Compton Company

RECEIVED
JUN - 7 1976
HIGHWAY ACCOUNTING

8060

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 20, 1976

U.S. National Bank of Oregon
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attn: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt 150122, covering TCD 238642, $100,000. This replaces TCD 238482, $100,000 which has matured. Your safekeeping receipt 150122 also covers TCD 238643, $60,000, which is a replacement for matured certificate 238483, $60,000. No change has been made in the allocation of deposits in lieu of retainage on our contracts with J.C. Compton.

Also received was your safekeeping receipt 150119, covering $127,000 TCD 238621, and safekeeping receipt 150120 covering City of Newport improvement bonds in the amount of $73,000. These securities replace matured certificates 213844, $100,000, and 213837, $100,000. There is no change in the amount deposited in lieu of retainage on J.C. Compton contracts.

Please change safekeeping receipt 150122 to read: retainage $25,000 job 8059/60. Receipt presently reads $25,000 job 7860.

V.E. Skoog, Controller

By ____________________
Janice Peterson
Contract Payments Executive

cc: J.C. Compton Co.

bc: C.W. Head ✓ C. Barrett R. Church

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150119

Branch McMinnville No. 17

DATE May 7, 1976

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton , Co.

$127,000 5.0% U. S. Bank Savings Certificate non-negotiable cft. of dep. #238621 dtd May 7, 1976 due June 7, 1976 in the name of J. C. Compton, Co. Endorsed by J. C. Compton Co.

in lieu of retainage for

job #8146	$21,000
8059/60	79,000
8199	12,000
8233	10,000
8636	5,000

Funds in the certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division/

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150120

Branch McMinnville No. 17

DATE May 7, 1976

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acct ____
☐ CR. SVNG. Acct ____
☐ Remit ____

For The Account of • Oregon State Highway Division

DEPOSITED BY J. C. Compton, Co.

State of Oregon County of Lincoln City of Newport 1976 Improvement Bond.
5.50% dated April 1, 1976 number 14/25 due April 1, 1978
number 26/37 due April 1, 1979, number 38/49 due April 1, 1980, number 50/
61 due April 1, 1981, number 62/73 due April 1, 1982,
5.30% number 74/86, due April 1, 1983.
in lieu of retainage for
job #8146

Total $73,000.00

Funds in the certificate to be released to J. C. Compton Co. only up written notice to disburse from Oregon State Highway Division.

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

150122

Branch McMinnville No. 17

DATE May 14, 1976

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't ____
☐ CR. SVNG. Acc't ____
☐ Remit ____

For the Account of

Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

nds in these
ertificates
o be releas-
d to XXXXXX
J. C. Compton
Co. ly upon
written notice
to disburse
from Ore. St.
Hwy. Division

$100,000.00 U. S. Bank Savings Ctf. Non-negotiable ct. of dep 5.0%
#238642 dtd May 14, 1976 due june 14, 1976 in the name of J. c. Compton
Company endorsed by J. C. Compton Co.(renewal of cft. XXX #238482)
Retainage for $50,000 job #2X#8059/60 $25,000 job #8236 X$25,000 job
#8222
$60,000.00 U. S. Bank Savings Cft. Non-negotiable cft. of dep. 5.0%
#238643 dtd May XX 14, 1976 due June 14, 1976 in name of J. C. COmpton
Company endorsed by J. C. Compton co. (renewal of cft. #238483)
Retainage $25,000 job #7860 XXXXXX $35,000 job #8199

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be presented for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

May 14, 1976

Finance Branch
Oregon State
Highway Division
Salem, OR 97310

Re: J. C. Compton Co

Gentlemen:

We are enclosing herein our safekeeping receipt #150122 covering $100,000 time certificate #238642 in lieu of retainage job #8059/60 $50,000, #8236 $25,000, #8222 $25,000 and $60,000 time certificate #238643 in lieu of retainage job #7860 $25,000 and #8107 $35,000. This is for renewal of certificates #238482/3.

Cordially yours,

J C Bandonis Jr

J. C. Bandonis, Jr.
Instalment Loan Officer

JCB/rdg

Enclosure

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

MCMINNVILLE BRANCH
335 E. 3RD STREET
P. O. BOX 600, MCMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

May 10, 1976

Re: J. C. Compton Co.

Finace Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #150120 covering $73,000 County of Lincoln, City of Newport 1976 Improvement Bond 5.50% dated April 1, 1976 due April 1, 1978/83. This is to represent retainage for job #8146. (5.30% due 1983.)

Also enclosed is $127,000 safekeeping receipt #150119 covering time certificate #238621 in lieu of retainage for job #8146 $21,000, 8059/60 $79,000, 8199 $12,000, 8222 $10,000 and 8236 $5,000.

This replaces our safekeeping receipts #146114 and 146121 for $100,000 each.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

abc
Encs.

RECEIVED
MAY 12 1976
HIGHWAY ACCOUNTING

RECEIVED
MAY 12 1976
CONTRACT ACCOUNTING

8060

D

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 27, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt No. 146129, covering Union High School Dist. #4 bonds 504/23, totalling $100,000. Also received was your safekeeping receipt 146131, covering TCD 238551, $50,000.

We note that these securities replace matured securities covered by safekeeping receipts 146038 (15,000), 146087 (2,000) and 146107 (125,000).

By copy of this letter, we are notifying the State Treasurer to release Lake Oswego G.O. Bonds 377/82, $6,000, covered by Treasurer's Receipt 1621.

The net effect of these transactions is a $2,000 increase in the amount deposited in lieu of retainage on contract 8222.

Please note that $9,000 in Hermiston general water bonds should remain on deposit, covered by your safekeeping receipt 146087.

Vernon E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

cc: J.C. Compton Co.

JP/jm

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
336 E. 3RD STREET
P. O. BOX 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

April 22, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Re: J. C. Compton Co.

Gentlemen:

We are enclosing herein our safekeeping receipt #146129 covering $100,000 Union High School District #4 Building Bond County of Clackamas, State of Oregon dated 4-1-76 due 4-1-93 6.10% with 10-1-76 and sca #504/23 for $5,000 each representing retainage for $70,000 job #8146 and $30,000 job #8236.

Also enclosed is $50,000 safekeeping receipt #146131 covering time certificate #238551 in lieu of retainage for $19,000 job #8059, $19,000 #8060, $8,000 #8199 and $4,000 #8222.

These funds replace Oregon State Safekeeping #1621 for $6,000 with funds to be returned to J. C. Compton Co. This also replaces our safekeeping receipt #146038 for $15,000, #146087 for $2,000 and #14607 for $125,000.

Very truly yours,

Peggy J. Mathews
General Loan Officer

abc
Encs.

RECEIVED
APR 26 1976
CONTRACT ACCOUNTING

96+97

SAFEKEEPING RECEIPT

Branch McMinnville No. 17

DATE April 22, 1976

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of Oregon State Highway Division

96

DEPOSITED BY J. C. Compton Co.

$100,000 Union High School District #4 Building Bond County of Clackamas, State of Oregon dtd 4-1-76 due 4-1-93 6.10% with 10-1-76 and sen #504/23 for $5,000 each

Retainage for	$70,000	job #8146	Funds in these bonds to be released to J. C. Compton Co. only upon witten notice to disburse from Oregon State Highway Division
	30,000	#8236	

[illegible]

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

☐ New Cust BAL.

☐ New Sec. MAT.

☐ Addition INT.

TELLER

CUSTOMER (Unnecessary if Sig. Card on file)

-665 7/78

Branch Record Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

Branch McMinnville No. 17

97

146[illegible]

DATE April 22, 1976

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$50,000.00 U. S. Bank Savings Cft. non-negotiable cft. of dep. 5.0% #238551 dtd 4-22-76 due 5-24-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co.

[illegible]

Retainage for	$19,000	job #8059	Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division
	19,000	#8060	
	8,000	#8199	
	4,000	#8222	

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

☐ New Cust BAL.

☐ New Sec. MAT.

☐ Addition INT.

TELLER

CUSTOMER (Unnecessary if Sig. Card on file)

7/78

Branch Record Copy

8060

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 19, 1976

U.S. National Bank
P.O. Box 600
McMinnville, Oregon 97128

Attention: Paggy J. Mathews

Re: J.C. Compton
Contracts 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt 146120 covering TCD No. 238482, $100,000 and TCD No. 238485, $60,000. These certificates replace 206044 and 206045 which have matured.

We also received your safekeeping receipt 146121, covering TCD 238478, $100,000. This certificate replaces TCD 213844.

The above transactions do not change amounts deposited in lieu of retainage on our contracts with J.C. Compton.

V.E. Skoog, Controller

By
Janice Peterson
Contract Payments Executive

JP/jm

cc: J.C. Compton Co. ✓

8060

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 19, 1976

U.S. National Bank
P.O. Box 600
McMinnville, Oregon 97128

Attention: Paggy J. Mathews

Re: J.C. Compton
Contracts 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt 146120 covering TCD No. 238482, $100,000 and TCD No. 238485, $60,000. These certificates replace 206044 and 206045 which have matured.

We also received your safekeeping receipt 146121, covering TCD 238478, $100,000. This certificate replaces TCD 213844.

The above transactions do not change amounts deposited in lieu of retainage on our contracts with J.C. Compton.

V.E. Skoog, Controller

By
Janice Peterson
Contract Payments Executive

JP/jm

cc: J.C. Compton Co. ✓

UNITED STATES NATIONAL BANK OF OREGON

April 12, 1976

74

Finance Branch Re: J. C. Compton Co.
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146120 covering $100,000 time certificate #238482 in lieu of retainage job #8059/60 $50,000, #8236 $25,000, #8222 $25,000 and $60,000 time certificate #238483 in lieu of retainage job #7860 $25,000 and #8199 $35,000. This is for renewal of certificates #4 206045 and #4 206044.

We are also enclosing herein our safekeeping receipt #146121 covering $100,000 time certificate #238478 in lieu of retainage for job #8059/60 $30,000, #8146 $55,000, #8222 $10,000 and #8236 for $5,000. This is a reissue of certificate #4 213844.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

abc
Encs.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. BOX 600. McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

94

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146120

Branch McMinnville No. 17

DATE April 9, 1976

For The Account of Oregon State Highway Division

DISPOSITION OF PROCEEDS
☐ CR. CHKG. Acct
☐ CR. SVGS. Acct
☐ Remit

DEPOSITED BY J. C. Compton Co.

$100,000.00 U. S. Bank Savings Cft. non-negotiable cft. of dep. 5.0%
#230482 dtd 4-9-76 due 5-10-76 in name of J. C. Compton Co.
endorsed by J. C. Compton Co. (renewal of cft. #4 206045)
Retainage for $50,000 job #8059/60
$25,000 job #8226 $25,000 job #8222
$60,000.00 U. S. Bank Savings Cft. Non-negotiable cft. of dep. 5.0%
#230483 dtd 4-9-76 due 5-10-76 in name of J. C. Compton Co.
endorsed by J. C. Compton Co. (renewal of cft. #4 206044)
Retainage $25,000 job #7860 $35,000 job #8199

Funds in these certificates to be released to written notice to disburse from Oregon State Highway Division

NOT NEGOTIABLE

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146121

Branch McMinnville No. 17

DATE April 9, 1976

For The Account of Oregon State Highway Division

DISPOSITION OF PROCEEDS
☐ CR. CHKG. Acct
☐ CR. SVGS. Acct
☐ Remit

DEPOSITED BY J. C. Compton Co.

$100,000 5.0% U. S. Bank Savings Cft. non-negotiable cft. of dep.
#[illegible] dtd [illegible] due [illegible] in name of J. C. Compton Co.
endorsed by J. C. Compton Co. ~~[illegible]~~ (release of #4 [illegible])
in lieu of retainage for
$40,000 job #8059/60 $25,000 #8226
35,000 8199
30,000 8222

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

NOT NEGOTIABLE

Customer Copy

1060 B

OREGON STATE HIGHWAY DIVISION **FIELD ENGINEER'S WEEKLY REPORT** FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION	SECTION Canyonville-Glendale Sct.	[illegible] April 17,1976
		[illegible] 610-1'4?-000
	HIGHWAY Pacific	COUNTY Douglas
NAME OF JOB Canyonville-Glendale Jct. Sect.	KIND OF WORK Grading, paving,structures and signing	
CONTRACTOR J.C. Compton Company	CONTRACT NUMBER 8060	FEDERAL AID PROJECT NUMBER I-5-2(78)?2 & ERFO-284(3)
DATE OF CONTRACT September 5, 1974	DATE WORK STARTED September 16, 1974	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED ~~CALENDAR~~ work DAYS 300	~~CALENDAR~~ work DAYS USED 335
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 112
PROJECT AUTHORIZATION $3,829,103.49		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $3,556,811.69	ENGINEERING AUTHORIZATION $272,291.80 This week 3,040	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $3,587,653.11	ENGINEERING COST TO DATE $242,417	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED PERCENT ~~XXXXXXX~~ OVERRUN 1%	PERCENT OF AUTHORIZATION 89%	DATE PROJECT WAS COMPLETED: February 6,1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.		
100	100	100	100	100	100		

	GRADING	Shoulder agg. ~~XXXXXXX~~	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	16.5	17.5			17.5
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	13,500 CY	18,000 Ton			142,000 Ton
TOTAL QUANTITIES CORRECTED TO DATE	4,772 CY	26,700 Ton			148,363 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,772 CY	26,700 Ton			148,363 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT		Calendar							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	11	Fair	0		
MONDAY	12	Fair	0		
TUESDAY	13	Rain	0		
WEDNESDAY	14	Rain	0		
THURSDAY	15	Snow	0		
FRIDAY	16	Fair	0		BEN G[illegible]
SATURDAY	17	Fair	0		

RECEIVED
APR 19 1976
CONSTRUCTION SECTION
Bruing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
[illegible]
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity by contractor
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No activity by contractor
Field crew setting monuments
Contract work complete
Office sent in Semi-final Estimate (April 13, 1976)
Job complete
Last weekly report

SIGNED W.A. Tison LOCATION Myrtle Creek
W.A. Tison, Res.Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8060

3

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 5, 1976

U.S. National Bank
P.O. Box 600
McMinnville, Oregon 97128

Attention: Peggy J. Mathews

Re: J.C. Compton, Co.
Contract 8059/60, 8146, 8199, 8222 & 8236

We received your safekeeping receipt No. 146114, covering TCD No. 4-213837, in the amount of $100,000. This replaces TCD Nos. 4-213754 & 4-213755, (safekeeping receipt No. 146094) which have matured. There is no change in the amount deposited in lieu of retainage on contracts 8059, 8060, 8146 & 8199.

Also received was your safekeeping receipt 146116, covering TCD 4-213844, $100,000. This replaces TCD Nos. 4-213778 & 4-213779 (safekeeping receipt No.146095) which have matured. There is no change on the amount deposited in lieu of retainage on contracts 8059/60, 8146, 8222 & 8236.

A copy of the safekeeping receipt for each matured certificate is enclosed.

V.E. Skoog

By
Janice Peterson
Contract Payments Executive

JP/jm

Enc.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON

March 26, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146114 covering $100,000 time certificate #4 213837 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $49,000, #8146 $39,000 and #8199 $12,000.

This receipt is for renewal of time certificates #4 213754/55.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600. McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

146114

RECEIVED

Branch McMinnville No. 17

DATE 3-26-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of • Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$100,000 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213837 dtd 3-26-76 due 4-26-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cfts. #4213754/55)

in lieu of retainage for	
job #8059/60	$49,000
8146	39,000
8199	12,000

Funds in the certificate to be released to J. C. Compton Co. only upon witten notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

March 30, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146116 covering $100,000 time certificate #4 213844 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $30,000, #8146 $55,000, #8222 $10,000 and #8236 $5,000.

This receipt is for renewal of time certificates #4 213778/9.

Very truly yours,

Peggy J Mathews

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
339 E. 3RD STREET
P. O. Box 600. McMINNVILLE. OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

Branch McMinnville No. 17

146116

DATE 3-30-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$100,000 5.0% nonnegotiable time cft. of dep. #4 213844 dtd 3-29-76 due 4-29-76 in name of J. C. Compton Co. (renewal of #4 213778/9)

in lieu of retainage for

$30,000	job #8059/60	$5,000	#8236
55,000	8146		
10,000	8222		

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be ordered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

[illegible]

Customer Copy

8069

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 24, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059/60 & 8236

We received your safekeeping receipt No. 146109 covering TCD No. 4 - 213820, in the amount of $25,000. This replaces TCD No. 4 - 206010, (Safekeeping receipt No. 146062) which has matured. There is no change in the amount deposited in lieu of retainage on contracts 8059, 8060 & 8236.

A copy of the safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog, Controller

By ____________________
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

cc: J.C. Compton Co.

bc: ~~C.W. Head~~ R. Church
J. Bond C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146109

Branch McMinnville No. 17

DATE 3-18-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't ____
☐ CR. SVNG. Acc't ____
☐ Remit ____

For The Account of Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$25,000 U. S. National Bank of Oregon 5.5% nonnegotiable time cft. of dep. #4 213820 dtd 3-18-76 due 6-16-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal cft. #4 206010)

in lieu of retainage for

job #8060	$10,000
8236	9,000)
8236	6,000)

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

March 18, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146109 covering $25,000 time certificate #4 213820 for J. C. Compton Co. This is in lieu of retainage for job #8060 $10,000 and #8236 $15,000.

This receipt is for renewal of time certificate #4 206010.

Very truly yours,

Peggy J. Mathews

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 24, 1976

U.S. National Bank
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts 8059, 8060 & 8146

We received your safekeeping receipt No. 146107 covering TCD No. 4 - 213812 in the amount of $125,0 00. This replaces TCD No. 4 - 206046, (safekeeping receipt No. 146070) which has matured. There is no change in the amount deposited in lieu of retainage on contracts 8059, 8060, 8146, 8199 & 8236.

A copy of the safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By ______________________
Janice Peterson
Contract Payments Executive

Enc.
JP/jm

cc: J.C. Compton Co.

bc: C.W. Mead
J. Bond
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146107 XL

Branch [illegible] No. 017

DATE 3-15-76

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$125,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213812 dtd 3-15-76 due 4-14-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206046)

This receipt provides retainage for $32,000	job #8059/60
15,000	8236
70,000	8146
8,000	8199

funds in this certificate to be released
to J. C. Compton Co. only upon wirtten
notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

CONTRACT ACCOUNTING

NOT NEGOTIABLE

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

March 15, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146107 covering $125,000 time certificate #4 213812 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $32,000, #8236 $15,000, #8146 $70,000 and #8199 $8,000.

This receipt is for renewal of time certificate #4 206046.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

abc
Enc.

McMINNVILLE BRANCH
339 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

8060

March 2, 1976

J. C. Compton Company
1305 Lafayette
Post Office Box 86
McMinnville, OR 97128

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8060 for work on Canyonville-Glendale Jct. Section of the Pacific Highway in Douglas County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 35 days is granted because of quantity overruns on guard rail items and shoulder rock. This will delete all liquidated damages.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Alfred Shirley, Jr.
Robert Church
Richard Hacek

Form FHWA 121 (Rev. 5-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 27, 1976

In reply refer to: 1041B.3

SUBJECT: Oregon Project I-5-2(78)82, ERFO-284(3)
Canyonville-Glendale Jct. Section
Time Extension Request, Contract 8060

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

Mr. Coulter's February 20 memorandum requests a time extension on the subject project due to overruns and extra work.

Apparently the contract had been executed on a timely basis and the delay was caused by excessive overruns of shoulder rock (12,500 tons), Type 2A guardrail (5,400 lineal feet), as well as extra work. For these reasons we concur in your recommendation for a 35-day extension of time for this project.

G. L. Green
for

RECEIVED
STATE HWY ENGR
MAR 1 '76
REFER TO
Coulter
FOR

RECEIVED
MAR 2 1976
Office of
Assistant State Highway Engineer

8060

DATE February 20, 1976

TO Glen L. Green, Division Administrator
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract No. 8060
Canyonville-Glendale Jct. Section
FAP No. I-5-2(78)82, ERFO-284(3)

J. C. Compton Company has submitted a three-part request for a 49-day time extension. The project is now complete through second notification (some clean-up work remains at a material source) with 35 days of liquidated damages accrued at $300 per day.

Bids were opened August 29, 1974 with 300 calendar workdays allowed. The day count started September 23 and work actually started prior to that on September 16. The major item in the project was 145,000 tons of paving. At the end of 1974, with 23 percent of the time elapsed, the work was 30 percent done. This pattern of accomplishment continued on into 1975 so that when paving was virtually completed by October 4, with 94 percent of the time elapsed, the project overall was considered 95 percent complete. Guard rail and median work continued on through November, and the project entered the winter dormant no-count period with 335 days charged.

The contractor's three reasons are:

1. Delay and late extra work at Quines Creek Bridge.
2. Quantity overruns on four guard rail and median barrier bid items plus two added orders (Extra Work Order 8 and Price Agreement 7).
3. 12,500 tons (70 percent) overrun in shoulder aggregate.

The time requested on the first reason probably is duplicated in the second or third reasons, both of which are valid. The Type 2A guard rail quantity overran 5,400 lineal feet (contract quantity was 75,000 lineal feet) and the related anchors also overran significantly (43 bid, 58 actual). We find no reason to fault the guard rail progress during the life of the project and conclude that these overruns did contribute to the late completion.

Completion of the overrun quantity of shoulder rock was also a late item. The contract quantity had been placed by the time the paving was completed in the fall of 1975. This shoulder rock work conflicted with the guard rail and median barrier work because of the temporary traffic patterns involved. The Resident Engineer reports that about 25 days were actually required to place the overrun quantity. We believe this reason, along with the added guard rail work, easily justifies a 35-day extension which would delete all liquidated damages. Your concurrence is requested.

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
Alfred Shirley, Jr.
Robert Church
Richard Hacek

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 18, 1976

FILE: CON 5 #8060

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Canyonville-Glendale Jct. Section
Contract No. 8060
Request for Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

J. C. Compton Company has submitted the attached three-part request for 49 days time extension. Actually the project is now complete through second notification (some clean-up work remains at a material source) with 35 days liquidated damages accrued at $300 per day.

Bids were opened August 29, 1974 with 300 calendar workdays allowed. The day count started September 23 and work actually started prior to that on September 16. The major item in the project was 145,000 tons of paving. At the end of 1974, with 23 percent of the time elapsed, the work was 30 percent done. This pattern of accomplishment continued on into 1975 so that when paving was virtually completed by October 4, with 94 percent of the time elapsed, the project overall was considered 95 percent complete. Guard rail and median work continued on through November and the project entered the winter dormant no-count period with 335 days charged.

The contractor's three reasons are:

1. Delay and late extra work at Quines Creek Bridge.
2. Quantity overruns on 4 guard rail and median barrier bid items plus 2 added orders (E.W.O. 8 and P.A. 7) and,
3. 12,500 ton (70 percent) overrun in shoulder aggregate.

The time requested on the first reason probably is duplicated in the second or third reasons, both of which are valid. The Type 2A guard rail quantity overran 5,400 lineal feet (contract quantity was 75,000 lineal feet) and the related anchors also overran significantly (45 bid, 58 actual). We find no reason to fault the guard rail progress during the life of the project and conclude that these overruns did contribute to the late completion.

Completion of the overrun quantity of shoulder rock was also a late item. The contract quantity had been placed by the time the paving was completed in the fall of 1975. This shoulder rock work conflicted with the guard rail and median barrier work because of the temporary traffic patterns involved. The Resident Engineer reports that about 25 days were actually required to place the overrun quantity. This reason, along with the added guard rail work, we believe, easily justifies a 35-day extension which would delete all liquidated damages.

This is an Interstate project. Rough draft letters to FHWA and to the contractor are attached.

RECEIVED
FEB 20 1976
Office of
Assistant State Highway Engineer

JAB:fr
Att.
cc: Robert Church

[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date January 12, 19 76

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 300 days to 349 days, within which to complete our Contract No. 8060, without the assessment of liquidated damages. The said contract is described as follows:
Canyonville-Glendale Junction, Section, Pacific Highway, Douglas County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(SEE ATTACHED SCHEDULES A, B, & C)

Respectfully submitted,

~~[illegible]~~ J. C. Compton Co
Contractor

By Alan Hay V.P.

CONSENT OF SURETY

Date January 15, 1976.

We, THE TRAVELERS INDEMNITY COMPANY , as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

H. T. Duren
Attorney-in-fact , H. T. Duren

(SEAL)

Countersigned by
HANSEN & ROWLAND [illegible] OF OREGON
1920 [illegible]
Portland, Oregon
Resident Agent
By Ethel Wolf
Resident Agents for Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8060 Contractor J.C. Compton Company

Highway Pacific

Section Canyonville-Glendale Jct.

Kind of Work Grading, Paving, Structure & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 35-day time extension of contract time due to quantity overruns on guard rail bid items and quantity overrun of shoulder rock.

Recommended for Approval:

J. X. Wilson
Division Engineer

Construction Engineer or Bridge Engineer

[illegible] State Highway Engineer

Contract No. 8060
Project designation I-5-2(78)82, ERFO-24(3)
State-Federal
Date awarded September 5, 1974
Work started September 16, 1974
to 1/26/76-
Per cent completed 99.9-1 sign to be installed yet.
Date
No. of Workdays Allowed 300
No. of Workdays Used 335
Contr. request 40
No. of Added Workdays Requested
Recommend ------ 35

[illegible]

Request for Workday Extension
J. C. Compton Company
Contract #6068
January 12, 1976

Schedule A

Dates	Explanation
October 13, 1975 thru Oct. 28, 1975	Contract work of paving dams on Quines Creek Bridge northbound was ordered delayed on August 29, 1975 until Oregon State Highway Division determined what to do with discovered cracks on subject structure beams. It was decided that after bridge was paved the paving dams would then be placed and then the cracks repaired on a force account item. These operations were delayed until October 13. The dams were completed on October 20 and the force account completed October 28. For a total of 16 work days.

Schedule B

ITEM #	DESCRIPTION	DOLLAR VOLUME	CALENDAR DAYS REQUESTED
EWO 8	Pour concrete footings, remove and reinstall route markers and control signs.	$ 2,339.37	5 days
PA 7	Install additional length guard rail posts	$ 2,389.06	2½ days
B.I. 31	Contract overrun, 5,407.75 LF, type 2A guard rail	$24,334.88	9 days
B.I. 32	Contract overrun, 486 LF type 2A guard rail with channel.	$ 5,686.20	1½ days
B.I. 34	Contract overrun – metal median barrier with channel 201.25 LF	$ 3,119.38	1 day
B.I. 36	Contract overrun – 14 ea. type 2 anchor.	$ 3,990.00	4 days
		TOTAL	23 days

The above extra work order and price agreement overloaded the additional time required for this extra work. The substantial overrun on the guardrail and median barrier required the additional days requested.

Schedule C

The quantites of the shoulder aggregate items overran 12,500 tons. An additional 10 days was required to place the additional material.

1.6.

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 3-36
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

3 . 1 . 76

[illegible]	
State	Oregon
County	Douglas
Project Number	I-5-2(78)82 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 13 , 19 74 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,612,821	$ 3,807,284
Federal funds	$ 3,333,910	$ 3,513,300
Other revisions		

This modification is made for the following reasons:
To include increase in bid item quantities and approved price agreements.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of March , 19 76 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-73)

Previous editions are obsolete

GPO [illegible]

Oregon State Highway Division
Salem, Oregon, February 24, 1976

Federal Aid Project
No. I-5-2(78)82 Safety

Canyonville-Glendale Jct. Section
Pacific Hwy. in Douglas County

Revised Project Agreement Estimate.

Type Code 6201
Pavement Overlay (Sta. 494+00 thru Equa. 504+52.90=30+09.93 thru Equa. 588+5.03=62+44.53 to Sta. 417+00)

Subtotal on previous estimate of September 9, 1974			$1,778,700.00
Previous Estimate			
Aggregate Shoulders	18,000 tons	5.40	97,200.00
Class "C" Asphalt Concrete Mixture	102,000 tons	5.50	561,000.00
Class "E" Asphalt Concrete Mixture	40,000 tons	7.00	280,000.00
			$ 938,200.00
Revised Estimate			
Aggregate Shoulders	30,534 tons	5.40	164,883.60
Class "C" Asphalt Concrete Mixture	105,800 tons	5.50	581,900.00
Class "E" Asphalt Concrete Mixture	42,800 tons	7.00	299,600.00
			$1,046,383.60
	Increase		108,183.60
	Subtotal		$1,886,883.60
	Engineering		188,687.40
	Total		$2,075,571.00

Type Code Y101
Roadway (Safety Work)(Sta. 494+00 thru Equa. 504+52.90=30+09.93 thru Equa. 588.50.03=62+44.53 to Sta. 417+00)

Subtotal on previous estimate of September 9, 1974			$1,505,625.55
Previous Estimate			
Temporary Signs	1,370 sq.ft.	5.50	7,535.00
Guard Rail, Type 2A	75,000 lin.ft.	4.50	337,500.00
			$ 345,035.00

J

Revised Estimate

Temporary Signs	3,494 sq.ft.	5.50	$ 19,217.00
Guard Rail, Type 2A	85,000 lin.ft.	4.50	382,500.00
PA 1 Excavate and Haul Bar Gravel	29,000 cu.yds.	0.27	7,830.00
PA 5 Extra Tree Grains	13 only	319.00	4,147.00
			$ 413,694.00
	Increase		68,659.00
	Subtotal		$1,574,284.55
	Engineering		157,428.45
	Total		$1,731,713.00

Length of Project - - - - - - - - - - - - - 17.52 Miles

Overlay Cost of Roadway per mile - - - - $118,468.67

Safety Cost of Roadway per mile - - - - $ 98,842.06

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Overlay	$2,075,571.00	$1,915,300.00	$ 160,271.00
Safety	1,731,713.00	1,598,000.00	133,713.00
Total	$3,807,284.00	$3,513,300.00	$ 293,984.00

Group 1	98%
Contract No.	8060
Prefix	610-1048

8060

13

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 27, 1976

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contracts 8030, 8059/60, 8146
8199, 8222, 8236

We received your safekeeping receipt # 146094 covering TCD # 4 213754, $50,000 and TCD #4 213755, $50,000. This replaces TCD 4 206087, $50,000 and TCD 4 206086, $50,000 (Safekeeping Receipt 146074). The amounts of the current deposits on each contract, the amounts deposited on the matured certificates, and the net increase (decrease) on each contract are as follows:

Contract	Current S/K Rect. 146094	Matured S/K Rect. 146074	Net Increase (Decrease)
8030	$ --	$ 29,000	$(29,000)
8059/60	49,000	21,000	28,000
8146	39,000	43,500	(4,500)
8199	12,000	---	12,000
8222	--	1,500	(1,500)
8236	--	5,000	(5,000)
Total	$100,000	$100,000	--

Safekeeping Receipt 146074 is enclosed.

Form 81-734 1152

In the future, please do not transfer amounts from one contract to another, without specific authorization from the Highway Division.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head
J. Bond
R. Church
C. BArrett
File Copy

UNITED STATES NATIONAL BANK OF OREGON

Feb. 23, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146094 covering $50,000 time certificate #4 213754 and $50,000 time certificate #4 213755 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $29,000 and $20,000, #8146 $5,500 and $33,500 and #8199 $12,000.

This receipt is for renewals of time certificates#4 206086/87.

Very truly yours,

Peggy J. Mathews
General Loan Officer

abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

146094

Branch McMinnville No. 017

RECEIVED
[illegible] 2 - 1976
CONTRACT ACCOUNTING

DATE 2-19-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of • Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$50,000.00 U. S. National Bank. of Oregon 5.0% nonnegotiable time cft. of dep. #4 213754 dtd 2-19-76 due 3-22-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206086)

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 213755 dtd 2-19-76 due 3-22-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206087)

in lieu of retainage for
job #8059/60 #8146 $5,500 $33,500
$29,000 $20,000 #8199 $12,000

Funds in these certifica[illegible]
to be released to J. C.
Compton Co. only upon
written notice to disburse
from Oregon State Highway
Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mat[illegible] entered for collection through the usual channels without further instructions, subject to the conditions printed on the bac[illegible] are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options [illegible] of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

8060

45

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 27, 1976

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contract 8030, 8059/60
8146, 8222, 8236

We received your safekeeping receipt 146095, covering TCD 4 213778, $50,000, and TCD 4 213779, $50,000. This replaces TCD 4 205959, $100,000 which has matured. The amounts of the current deposits, the previous deposits (TCD 4 205959) and the net increase (decrease) on deposit on each contract are as follows:

Contract	Current Deposit	Matured Deposit	Net Increase (Decrease)
8030	$ --	$ 50,000	($50,000)
8059/60	30,000	30,000	---
8146	55,000	20,000	35,000
8222	10,000	--	10,000
8236	5,000	--	5,000
Total	$100,000	$100,000	---

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

Form [illegible]

UNITED STATES NATIONAL BANK OF OREGON

Feb. 26, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146095 covering $50,000 time certificate #4 213778 and $50,000 time certificate #4 213779 for J. C. Compton Co. This is in lieu of retainage for job #8059/60 $30,000, #8146 $55,000, #8222 $10,000 and #8236 $5,000.

This receipt is for renewal of time certificate # 4 205959.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146095

Branch McMinnville No. 17

DATE 2-26-76

For The Account of Orega State Highway Division

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$50,000.00 5.0% nonnegotiable time cft. of dep. #4 213778 dtd 2-26-76
due 3-29-76 in name of J. C. Compton Co. (renewal of #4 205959)
endorsed by J. C. Compton Co.
$50,000.00 5.0% nonnegotiable time cft. of dep. #4 213779 dtd 2-26-76
due 3-29-76 in name of J. C. Compton Co. (renewd of $4 205959)
endorsed by J. C. Compton Co.
in lieu of retainage for

$30,000	job #8059/60	$5,000	#8236
$5,000	8146		
10,000	8222		

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disbur. from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

1-5

RECEIVED
FEB 17 1976
CONSTRUCTION
SECTION

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Myrtle Creek, Oregon
February 13, 1976

SUBJECT: Payment for Removal of Road Materials
Cow Creek -- Martin File 48321
Canyonville-Glendale Jct.
Pacific Highway
Contract 8060

To: David H. Moehring
Maintenance Engineer
Salem, Oregon 97310

Attention: Kenneth D. Karnosh

Enclosed herewith is your form letter of February 4, 1976 sent to District Engineer, Jack McCormick. Jack has forwarded the letter on for this office to furnish the requested data.

We anticipate clean-up of this material source by the contractor when the area dries up. The expiration date of August 1, 1976 for the lease should give the contractor ample time to do this work, so renewal of the lease will not be necessary

Materials taken from the bar and incorporated in work of different contracts are as follows:

Asphalt Concrete Paving ("C" Mix less liquid asphalt)

Job	CY
Myrtle Creek-Canyonville	696.973
Canyonville-Glendale Jct.	14,753.120
Glendale Jct.-N. Wolf Creek	16,816.239
N. Wolf Creek-Sunny Valley	16,833.340
Total	49,149.672

Aggregate Shoulders

Job	CY
Canyonville-Glendale Jct.	4,648.768
Glendale Jct.-N. Wolf Creek	5,653.711
N. Wolf Creek-Sunny Valley	4,627.599
Total	14,930.078
Grand Total	64,079.750

If additional information is required, please feel free to contact this office.

W.A. Tison
W.A. Tison,
Resident Engineer

RECEIVED
FEB 17 1976
ROAD
DESIGN
SECTION

WAT/lpc
cc: C.T. Keasey
Alfred Shirley, Jr.
file

cy: D. Trout WR

8060

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 22, 1976

United States National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

Re: J. C. Compton Co.
Contr. 8030, 8059/60,
8146, 8222, 8236

We received your safekeeping receipt # 146074 covering TCD 206086, $50,000 and TCD 206087, $50,000. This replaces TCD 206008, (safekeeping receipt 146064) which has matured. There are no changes in the amounts deposited in lieu of retainage on J. C. Compton contracts. Please note that the new safekeeping receipt should read "in lieu of retainage for" 8146 - $29,000 + $14,500 or $43,500.00.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton

bc: C. W. Head R. Church
J. Bond C. Barrett
File copy

MAILED
C. W. HEAD

Form [illegible]

UNITED STATES NATIONAL BANK OF OREGON

Jan. 21, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146074 covering $50,000 time certificate #4 206086 and $50,000 time certificate #4 206087 for J. C. Compton Co. This is a renewal of time certificate #4 206008.

Very truly yours,

Peggy Mathews
Peggy J. Mathews
General Loan Officer

abc
Encs.

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146074

Branch McMinnville No. 2017

DATE 1-20-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of • Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 206086 dtd 1-20-76 due 2-19-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206008)

$50,000.00 U. S. National Bank of Oregon 5.0% nonnegotiable time cft. of dep. #4 206087 dtd 1-20-76 due 2-19-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 206008)

in lieu of retainage for

job #8146	$29,000	8146	$14,500	8059	$21,000
#8222	1,500	8030	29,000	8236	5,000

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

[illegible] Customer Copy

8060

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 15, 1976

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Attention Allen Hay

Gentlemen:

Enclosed are State Treasury Department Safekeeping Receipts No. 2018 in the amount of $2,000.00 and No. 2017 in the amount of $8,000.00 both dated January 15, 1976.

This transfers from Contract No. 8172 to Contract No. 8222 and 8059/8060. State Treasurer's Safekeeping Receipt No. 1595 is being cancelled.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

er

Enclosure

cc: State Highway Division; Attn. Janice Peterson

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 2017

SAFEKEEPING RECEIPT

Date January 15, 1976

Received for Account of J.C. Compton Company

Address P. O. Box 86
McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Eugene Oregon G.O. Bonds Due 6/1/76 Dated 6/1/69 5%		Part		12/	1	75	$ 8,000.00
Dean Witter & Co. Due Bill No. 0559 Bond No. 123/124 (2) @ 5,000. each							$ 8,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8059 and 8060

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 2017

SAFEKEEPING RECEIPT

Date January 15, 1976

Received for Account of J.C. Compton Company

Address P. O. Box 86
McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S C.A.			PAR VALUE
				Month	Day	Year	
Eugene Oregon G.O. Bonds		Part		12/	1	75	$ 8,000.00
Due 6/1/76 Dated 6/1/69 5%							
Dean Witter & Co. Due Bill No. 0559							
Bond No. 123/124 (2) @ 5,000. each							$ 8,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8059 and 8060

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 2018

SAFEKEEPING RECEIPT

Received for Account of J. C. Compton Company

Date January 15, 1976

Address P. O. Box 86
McMinnville, Oregon 97128

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Eugene Oregon G.O. Bonds				12	1	75	$ 2,000.00
Due 6/1/76							
Dated 6/1/69 5%							
Dean Witter & Co. Due Bill No. 0569							
Bond No. 123/124 (2) @ $5,000. each							
							$ 2,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 8222

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy Cashier

James A. Redden State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 14, 1976

Oregon State Treasurer
Rm. 103 State Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Re: J. C. Compton
Contracts 8172, 8146

Please transfer $10,000 in bonds currently deposited in lieu of retainage on contract 8172 (Safekeeping Receipt 1595) to contracts 8059/60 ($8,000) and 8222 ($2,000). This transfer will permit the release to the contractor of $3,500 in matured bonds on contract 8222 (Safekeeping Receipt 1611) and $8,000 in bonds on contracts 8059/60 (Safekeeping Receipts 1612 and 1613).

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton
bc: ~~C. W. Head~~ R. Church
J. Bond C. Barrett

Form 81-734-3190

8060

1

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 15, 1976

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy Mathews

Re: J. C. Compton Co.
Contracts 8059/60, 8222
8236, 8199, 8146

We received your safekeeping receipt 146069, covering TCD 206044, $60,000 and TCD 206045, $100,000. These certificates replace matured certificates 195909 and 195922, respectively.

Also received was your safekeeping receipt 146070, covering TCD 206046, $25,000. This replaces matured certificate 195973.

The above transactions involve no change in the amounts deposited in lieu of retainage on J. C. Compton Co.

Please correct our letter of December 31, 1975 to show returned deposits of $25,000 on Safekeeping receipt 146062 and net increase of zero on contracts 8059/60, 8030 and 8236.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.
bc: J. Bond C. W. Head
C. Barrett R. Church

Form 81-734 3199

UNITED STATES NATIONAL BANK OF OREGON

Jan. 8, 1976

Finance Branch
Oregon State Highway Division
Salem, Ore. 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146070 covering $125,000 time certificate #4 206046 and safekeeping receipt #146069 covering $100,000 time certificate #4 206045 and $60,000 time certificate #4 206044 for J. C. Compton Co. These are renewals of prior certificates.

Very truly yours,

Peggy Mathews

Peggy J. Mathews
General Loan Officer

abc
Encs.

RECEIVED
JAN 12 1976
CONTRACT ACCOUNTING

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE OREGON 97128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146070

Branch McMinnville No. 17

DATE 1-8-76

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$125,000.00 U. S. National Bank of Oregon 5.25% nonnegotiable time cft. of dep. # 4 206046 dtd 1-8-76 due 3-8-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 195973

This receipt provides retainage for	$32,000	job #8059/60 37
	15,000	8236
	70,000	8146
	8,000	8199

funds in this certificate to be relased to, J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

①

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146070

Branch McMinnville No. 17

DATE 1-8-76

For The Account of - Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

DEPOSITED BY J. C. Compton Co.

$125,000.00 U. S. National Bank of Oregon 5.25% nonnegotiable time cft. of dep. # 4 206046 dtd 1-8-76 due 3-8-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 195973

This receipt provides retainage for	$32,000	job #8059/60 37
	15,000	8236
	70,000	8146
	8,000	8199

funds in this certificate to be released to, J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

①

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

146069

[illegible] McMinnville No. 17

DATE 1-8-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of • Oregon State Highway Division

DEPOSITED BY J. C. Compton Co.

$60,000.00 U. S. National Bank of Oregon 5.5% nonnegotiable time cft. of dep. #4 206044 dtd 1-8-76 due 4-7-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 195909) Retainage for $25,000 job #7860 $35,000 job #8199

$100,000.00 U. S. National Bank of Oregon 5.5% nonnegotiable time cft. of dep. #4 206045 dtd 1-8-76 due 4-7-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co. (renewal of cft. #4 195922) Retainage for $50,000 job #8059/60 $25,000 job # 8236 $25,000 job #8222.

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed [illegible] hereof, [illegible] are hereby agreed to be the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Customer Copy

#8060

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

bc: ~~C. W. Head~~
J. Bond
R. Church
C. Barrett

December 31, 1975

U. S. National Bank of Oregon
McMinnville Branch
PO Box 600
McMinnville, OR 97128

We received your safekeeping receipt 146062, covering TCD #4 206010, $25,000 and safekeeping receipt 146064, covering TCD #4 206008, $100,000, to be used as securities deposited in lieu of retainage on our contracts with J. C. Compton Co. By copy of this letter, we are requesting the Oregon State Treasurer to return TCD #4 189396 to you.

The amounts of the current deposits, the returned deposits, and the net increase on deposit on our contracts with J. C. Compton Co. are as follows:

Safekeeping Receipt 146064:

Contract	Current Deposits	Returned Deposits	Net Increase
8146	$29,000	$29,000	0
8172	16,000	16,000	0
8030	29,000	29,000	0
8059/60	21,000	21,000	0
8236	5,000	5,000	0

Safekeeping Receipt 146062

Contract	Current Deposits	Returned Deposits	Net Increase
8059/60	10,000	---	$10,000
8030	9,000	---	9,000
8236	6,000	---	6,000

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

NOTED
C. W. HEAD

JP:pl

cc: Oregon State Treasurer
[illegible]

Form 81-734-3132

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146064

Branch McMinnville No. 17

DATE 12/22/75

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of
State of Oregon
Department of Transportation

DEPOSITED BY J. C. Compton Co.

$100,000.00

U. S. National Bank of Oregon 5.375% nonnegotiable time cft. of dep. #4 206008 dtd 12/19/75 due 1/19/76 reg n/o J. C. Compton Co. endorsed by J. C. Compton Co. Funds in this certificate to be released to J. C. Compton Co only upon written notice to disburse from Oregon State Highway Division

in lieu of retainage for
Job # 8146 $29,000 Job # 8030 ✓ $29,000 Job # 8236
#8172 16,000 # 8059 21,000 $5,000

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

[illegible] 7/75

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146062

Branch McMinnville No. 17

DATE 12/22/75

For The Account of State of Oregon
Department of Transportation

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acct. ________
☐ CR. SVNG. Acct. ________
☐ Remit ________

DEPOSITED BY J. C. Compton Co.

$25,000.00 U. S. National Bank of Oregon 5.5% nonnegotiable time cft. of dep. # 4 206010 dtd 12/19/75 due 3/18/76 reg n/o J. C. Compton endorsed by J. C. Compton Co.

in lieu of retainage for

Job # 8060	$10,000.00
# 8030	9,000.00
# 8236	6,000.00

per letter of 12/9/75

Funds in these certificates to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Divisi

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-209 7/73

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
335 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

December 23, 1975

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146064 covering U. S. National Bank time certificate of deposit #4 206008. Please return time certificate #4 189396 tous. 100 000.0 Also enclosed is our safekeeping receipt #146062.

Very truly yours,

Peggy J Mathews

Peggy J. Mathews
General Loan Officer

PJM/bjm

Encs

RECEIVED
DEC 24 1975
CONTRACT ACCOUNTING

ORECON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8060

Order No. 5

Section Canyonville-Glendale Jct.

Date December 17, 1973

Highway Pacific

F.A.P. No. I-5-2(78)82

County Douglas

Prefix 610-1048 Account No. 223-05

Description of Work To Be Done: Construct rock groins down stream from southbound Cow Creek Structure. Straighten channel between North and Southbound structures (work involves moving existing riprap back, shortening the existing 48" CMP with tide gate and resetting tide gate.

Location by Station Numbers:
145-.55 (Near Quines Creek Interchange)

Estimate of Quantities and Costs:

Build 3 rock groins (Riprap-240 C.Y. @ $0.50/cu.yd.-675 C.Y. -no charge)

Labor $2,635.00 + 33.5%	$3,500.00	
Equipment Rental	3,880.00	
Supplies (riprap)	120.00	
Sub-total		$7,500.00
Straighten Channel		
Labor	$1,000.00	
Equipment	1,500.00	
Materials	200.00	
Sub-total		2,700.00
Total		$10,200.00

Explanation: Rock groins were placed down stream to divert stream away from northerly bank which was washing away. Property owner's building were in danger of being under mined channel requires straightening to prevent turbulence under south bound structure.

(over)

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$3,829,103.49	
Present estimate of project cost, including $10,200.00 for work under this order	$3,888,023.40	
Expected ~~under-run~~ over-run (amount)	$58,919.91	
Expected ~~under-run~~ over-run (per cent)	1.5	

Space to right of this line for use of Salem Office

Submitted by: .... Resident Engineer

Approval Recommended: .... For Construction Engineer or Bridge Engineer

Approval Recommended: J. X. Wilson Regional Engineer

Approved: .... Construction Engineer

The work in construting [illegible] rock groins to prevent stream bank erosion was down stream and considered off the limits of the contract. Work of straightening the channel consisting in cutting 48-inch C.M.P., resetting tide[illegible] moving existing riprap back is within the limits of the contract; however, the contractor was not equipped at this time to do this work. Mobilization costs would be prohibitive.

RECEIVED
DEC 24 1975
CONSTRUCTION SECTION
Hood
Richmond
Johnson
Walker
Richards
Glenn
Berg

RECEIVED
DEC 24 1975
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Myrtle Creek, Oregon
December 19, 1975

To: Alfred Shirley, Jr.
Regional Engineer
Roseburg, Oregon

SUBJECT:
Section Canyonville-Glendale Jct.
Highway Pacific
Contract 8060
Prefix 610-1546

Attached for your approval please find 2 copies of Order for State Force Work #5 for the subject project. Work (has/~~has not~~) started, if started the date S.

EXPLANATION: Placement of three rock groins is required to divert flow of water passing beneath the south bound Cow Creek Structure away from the northerly bank of the stream. The flow is causing erosion of the northerly bank down stream from the structure. The property ownd has buildings in the area which are in danger of being undermined. The channel between the North & South bound Structures has a bulge on the Southerly bank which is causing a turbulence under South bound structure and on down stream. By straighting this bank the stream should flow directly & smoothly beneath the structure. This also will aid in keeping the stream flow away from the norterly bank down stream where the erosion is occurring.

W. A. Tison
Resident Engineer

Telephone approval ~~was~~/was not received. If so from whom and date ______. B.P.R. Representative ~~has~~/~~has not~~ been contacted and his approval ~~has~~/has not been received as of Dec. 19, 1975 (date).

REMARKS: "Bulge" referred to by Tison is in loose rip-rap placed during original construction. Groins were necessary to correct a condition likely to have been caused by original structure construction & bank protection. Correction under this order should be FHWA participating.

Recommend for approval
(Order is O.K.
2-5)

DIVISION ENGINEER

ah

CHECK LIST OF INFORMATION
TO BE FURNISHED WITH PRICE AGREEMENTS, EXTRA WORK ORDERS, AND STATE FORCE ORDERS

Region 3

Project Name Canyonville - Glendale Jct. Contract No. 8060

Circle One: PA EWO [✓ SFO] No. 5

		Check Information Furnished	
		RESIDENT ENGR	REGION
Description of work to be done.		✓	✓
Reasons why work is necessary.		✓	✓
Has work started:	Yes	✓	✓
	No		
	Date Started	9/22/75	
Cost justification for price agreements.		N.A.	N/A
Credit for salvaged material:	None	✓	✓
	Material list attached		
	To be determined later		
Salem headquarters approval:	Not received	✓	✓
	Date received		
	Who discussed		
FHWA approval:	Not received	✓	✓
	Date received		
	Who discussed		
Required signatures on order form.		✓	✓

Comments:

CHECK LIST OF INFORMATION TO BE FURNISHED WITH PRICE AGREEMENTS, EXTRA WORK ORDERS, AND STATE FORCE ORDERS

Region 3

Project Name Canyonville- Glendale Jct. Contract No. 8060

Circle One: PA EWO [✓ SFO] No. 5

		Check Information Furnished	
		RESIDENT ENGR	REGION
Description of work to be done.		✓	✓
Reasons why work is necessary.		✓	✓
Has work started:	Yes	✓	✓
	No		
	Date Started	3/22/75	
Cost justification for price agreements.		N.A.	N/A
Credit for salvaged material:	None	✓	✓
	Material list attached		
	To be determined later		
Salem headquarters approval:	Not received	✓	✓
	Date received		
	Who discussed		
FHWA approval:	Not received	✓	✓
	Date received		
	Who discussed		
Required signatures on order form.		✓	✓

Comments:

8060

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 2, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: Peggy Mathews

Please correct our letter of December 1, 1975, to read: We are notifying the State Treasurer to return certificate of deposit 195851, $100,000, to you. (OST safekeeping receipts 1572, 1573, 1574) There is no increase on contracts 8030, 8059/60 and 8146. There is an increase of $10,000 in the amount on deposit in lieu of retainage on contract 8222.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.
Oregon State Treasurer

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

8060

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 1, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews

We received your safekeeping receipt 146041, $110,000, to be used in lieu of retainage on our contracts with J. C. Compton Company as follows:

Contract	Amount
8030	$50,000
8059/60	30,000
8146	20,000
8222	10,000

We are also notifying the State Treasurer to return certificate of deposit 195851, $20,000, to you. (OST safekeeping receipt 1574) There is no increase in the amount deposited for contract 8146.

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.
Oregon State Treasurer

bc: J. Bond
C. Head
R. Church
C. Barrett
File Copy

Form 81-734-3132

UNITED STATES NATIONAL BANK OF OREGON

Nov. 26, 1975

6

Finance Branch
Oregon State Highway Division
Salem, Oregon 97310

Gentlemen:

We are enclosing herein our safekeeping receipt #146041 covering $10,000 City of Eugene bonds and U. S. National Bank time certificate of deposit #4 205959. Please return time certificate #195851 to us.

Very truly yours,

Peggy J. Mathews
General Loan Officer

PJM/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

US BANK

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

146041

Branch McMinnville No. 17

DATE Nov. 26, 1975

For The Account of • Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$10,000 City of Eugene 5% Gen. Obligation 10th & Oak Overpark Bancroft Improvement Bond dtd 6-1-69 due 6-1-76 #125/6 with 12-1-75 and sca in lieu of retainage job #8222

$100,000 5.875% nonnegotiable time cft. of dep. #4 205959 dtd 11-26-75 due 2-24-76 in name of J. C. Compton Co. in lieu of retainage for

$50,000	contract #8030	Funds in these bonds and certificate to be
30,000	8060	released to J. C. Compton Co. only upon
20,000	8146	written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

8060

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

November 7, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

We received your safekeeping receipts 146039 covering 7CD 4 195973, $125,000 and 146038 covering Multnomah County School District #4, Bonds #139/41, $15,000 to be applied in the following manner on Highway contracts with J. C. Compton Co.

Contract	Amount
8059/60	32,000
8146	70,000
8199	8,000
8236	30,000

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.
bc: C. W. Head R. Church
J. Bond C. Barrett

[illegible]

8060

#8068

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 22, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: James D. Cline

We received your safekeeping receipt, number 146028, covering TCD # 4 195949, $25,000, to be used as a deposit in lieu of retainage on our contracts with J. C. Compton Co. as follows:

Contract 8030	$15,000
Contracts 8059/60	10,000

We have notified the State Treasurer to return $25,000 in bonds deposited on these contracts for which Oregon State Treasurer safekeeping receipts 1505 and 1506 were issued. No change results in the amount deposited in lieu of retainage.

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton

bc: C. W. Head R. Church
J. Bond C. Garrett

Form [illegible]

31

[illegible]

Branch [illegible]

For the account of

PHOTOCOPY

State of Oregon
Department of Transportation

[illegible]

DATE 10-17-75

[illegible]

☐ Ch. Chkg. Acc't
☐ Ch. Svgs. Acc't
☐ Bond

DEPOSITED BY J. C. Compton Co.

$25,000.00 U. S National Bank of Oregon 5% nonnegotiable time cft. of dep. # 195949 dtd 10-17-75 due 12-16-75 in name of J. C. Compton Co. endorsed by J. C. Compton Co.

(In lieu of retainage for
$10,000 Job #6060
$15,000 #6030)

PHOTOCOPY

[illegible]

PHOTOCOPY

NOT NEGOTIABLE

Customer Copy

33 + 0 8100
73 · 8178
145

31

UNITED STATES NATIONAL BANK OF OREGON

Oct. 17, 1975

Mr. Vernon E. Skoog
Controller
Oregon State Highway Division
Highway Building
Salem, Ore. 97310

Dear Mr. Skoog:

We are enclosing herein our safekeeping receipt #146028 covering a U. S. National Bank time certificate of deposit #4 195949. Please return directly to the J. C. Compton Co. the bonds you now hold in lieu of retainage on your safekeeping receipts #1506 and #1505.

Very truly yours,

James D. Cline

James D. Cline
Vice President & Manager

JDC/abc
Enc.

McMINNVILLE BRANCH
335 E. 3RD STREET
P O Box 600 McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

8060

4911

FILED
OCT 15 1975
CLAY MYERS
SECRETARY OF STATE

RECEIVED
OCT 15 1975
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

October 14, 1975

Mr. Ned Matthews
199 N. E. Club
Roseburg, OR 97470

NOTED ON CARD
10-16-75

RECEIVED
OCT 16 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Dear Mr. Matthews:

Mr. Vern Shull has forwarded to us your claim letter of October 6, 1975, which states that J. C. Compton Company owes you $1,139.53 for trucking.

This appears to be in reference to the J. C. Compton Co., Contract No. 8059 (Sutherlin Interchange-Winchester Interchange) and Contract No. 8060 (Canyonville-Glendale Junction) in Douglas County.

The Travelers Indemnity Company through Hansen and Rowland, Inc. of Oregon furnished the performance bonds on these contracts, which are given to assure completion of the contracts and payment of all bills incurred in them. We will advise them of the receipt of your claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn
cc The Travelers Indemnity Co.
Hansen & Rowland, Inc. of Oregon
J. C. Compton Co.
Secretary of State ✓
Vern Shull

P.S. Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

October 6, 1975

Vern Shull
State Hwy Engineer
1243 SE Stephens
Roseburg, Oregon 97470

Ned Natthews Trucking/Sub Contractor vs.
Re:J. C. Compton Company-McMinnville, OR/Gen Contr.

STATEMENT

All Sutherlin Hours - 2.00 Extra
Canyonville 7/28-29& 30 - 2.00 Extra

Add - Deductions taken in error
Industrial Insurance $619.60

Sutherlin Jot # 677 - Paid 28.00 per hr-Should have been 30.00 Per Hr

6/18/75	6 Hrs
6/19/75	9 Hrs
6/23/75	8½ Hrs
6/24/75	10½ Hrs
6/25/75	6½ Hrs
6/30/75	9 Hrs
7/7/75	9½ Hrs
7/8/75	9½ Hrs
7/9/75	8 Hrs
7/10/75	7 Hrs
7/11/75	9½ Hrs
7/14/75	3½ Hrs
7/15/75	9½ Hrs
7/16/75	9 Hrs
7/17/75	9½ Hrs
7/18/75	10 Hrs
7/21/75	9½ Hrs
7/22/75	10 Hrs
7/31/75	4 Hrs
8/1/75	5½ Hrs

As Paid 163½ Hrs @ 28.00 = $4,578.00
Should have been paid 163½ Hrs @ 30.00 = $4,905.00

Difference $327.00

RECEIVED
OCT 10 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Canyonville Job - # 678 - Paid 28.00 Should have been 30.00 per Hr.

	7/23/75	9½ Hrs
	7/24/75	10½ Hrs
	7.25/75	8½ Hrs
As Paid		28½ Hrs @ 28.00 = $798.00
Should have been paid		28½ Hrs @ 30.00 = $855.00

Difference $ 57.00

Underpaid on Sutherlin # 677	327.00
Deduction for Industrial Ins. in error	619.60
Telephone Charges in pursuing this underpayment	15.00
Charge for professional Assistance	100.00
	$1,118.60
Plus: Interest @ 7½ % per annum From 8/1/75 to 11/1/75	20.93
TOTAL DUE AND PAYABLE	$1,139.53

Ned Matthews

Ned Matthews- Sub Contractor

Ned Matthews
199 NE Club
Roseburg, Oregon 97470

RECEIVED
OCT 10 1975
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

OBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 13, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Attention: James D. Cline

We received your safekeeping receipt 146016 for TCD #4 195922, $100,000, to be used as deposits in lieu of retainage on our contracts with J. C. Compton Co. as follows:

Contract	Amount
8059/60	$50,000
8222	25,000
8236	25,000

We have asked the State Treasurer to return the bonds held on contracts 8059 and 8060 (Safekeeping Receipts 1454 and 1455, $50,000) to the J. C. Compton Co.

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head R. Church
J. Bond C. Barrett

Form 81-[illegible]

UNITED STATES NATIONAL BANK OF OREGON

Oct. 9, 1975

Mr. Vernon E. Skoog
Controller
Oregon State Highway Division
Highway Building
Salem, Ore. 97310

Dear Mr. Skoog:

We are enclosing herein our safekeeping receipt #146016 covering a U. S. National Bank time certificate of deposit #4 195922. Please return directly to the J. C. Compton Co. the bonds you now hold in lieu of retainage on your safekeeping receipts #1454 and #1455.

Very truly yours,

James D. Cline

James D. Cline
Vice President & Manager

JDC/abc
Enc.

Phoned S/ Treas. 10/10
to release
Write Letter

MCMINNVILLE BRANCH
335 E. 3RD STREET
P O BOX 600 MCMINNVILLE, OREG[illegible]7128
HEAD OFFICE — PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146016

Branch McMinnville No. 017

DATE 10-8-75

DISPOSITION OF PROCEEDS

☐ CR. CHKG. Acct. ____________

☐ CR. SVNG. Acct. ____________

☐ Remit ____________

The account of

(Deposited By
(J. C. Compton Co.)

State of Oregon
Department of Transportation

DEPOSITED BY ____________

$100,000.00 U. S. National Bank of Oregon 6.750% nonnegotiable time cft. of dep. #4 195922 dtd 10-8-75 due 1-6-76 in name of J. C. Compton Co. endorsed by J. C. Compton Co.

This receipt provides retainage for

$50,000	Job #8059/60
$25,000	#8236
$25,000	#8222

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

[illegible] 7/73

Customer Copy

8060

⑰

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 13, 1975

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Please release directly to the contractor, J. C. Compton Co., the bonds deposited in lieu of retainage on safekeeping receipt 1454 and 1455. A TCD has been placed in safekeeping to replace the $50,000 in bonds to be returned on our contracts 8059 and 8060.

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

bc: C. W. Head R. Church
J. Bond C. Barrett

Form 81-734-3030

8060

bc: C. V. Hood
J. Bond
R. Church
C. Barrett

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 2, 1975

U. S. National Bank of Oregon
PO Box 600
McMinnville, OR 97128

Re: J. C. Compton Co.
Contracts 8059, 8060, 8146, 8199, 8222, 8236

We have received your safekeeping 36,714.63 receipt 146007 covering City of Lake Oswego G. O. bonds, ~~$35,~~000, to be used in lieu of retainage on our contracts with J. C. Compton Co. as follows:

Contract	Amount
8146	$ 7,000.00
8222	2,000.00
8236	27,714.63

Also received was your safekeeping receipt 146008, covering TCD 4 195909, $60,000 to be used in lieu of retainage for J. C. Compton Co. on the following contracts:

Contract	Amount
8059 & 8060	$25,000.00
8199	35,000.00

Funds in these bonds and certificates should not be released to the contractor except upon written notification from the Oregon State Highway Division.

Vernon E. Skoog
Controller

By

Janice Peterson
Contract Payments Executive

JP:pl

cc: J. C. Compton Co.

Form [illegible]

US BANK

UNITED STATES NATIONAL BANK OF OREGON

McMINNVILLE BRANCH
336 E. 3RD STREET
P. O. Box 600, McMINNVILLE, OREGON 97128
HEAD OFFICE — PORTLAND

September 30, 1975

Oregon State Highway Department
Finance Branch
Salem, Oregon 97310

Attn: Janice Peterson

Re: J. C. Compton Co.

Gentlemen:

Enclosed are our Safekeeping Receipts for securities deposited by J. C. Compton Co. for the account of State of Oregon-Department of Transportation, being held in lieu of retainage on the following jobs:

$7,000	City of Lake Oswego General Obligation Bonds -----	Job #8146
2,000	City of Lake Oswego General Obligation Bonds -----	Job #8222
27,714.63	City of Lake Oswego General Obligation Bonds -----	Job #8236
$36,714.63	(covered under our S/K Receipt #146007)	
$25,000	U.S.Bank Time Certificate of Deposit	Job #~~7860~~ 8059 & 8060
35,000	U.S.Bank Time Certificate of Deposit	Job #8199
$60,000	(covered under our S/K Receipt #146008)	

Very truly yours,

James D. Cline

James D. Cline
Vice President and Manager

RECEIVED
OCT 31 1975
Contract Acctg.

Encl.

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146007

Branch McMinnville No. 17

DATE 9-30-75

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

For The Account of

State of Oregon
Department of Transportation

DEPOSITED BY J.C.Compton Co.

$35,000.00	City of Lake Oswego General Obligation Improvement Bonds @ $5,000 ea, Issue 1975, Nos. 2 thru 8, @7½%, dtd 8/1/75, due 8/1/76, with 2/1/76 and 8/1/76 cpns attached. Bond Powers attached.
1,714.63	City of Lake Oswego General Obligation Improvement Bond Issue 1975, No. 1, dtd 8/1/75, due 8/1/76, with 2/1/76 and 8/1/76 Cpns attached. Bond Powers Attached.

(In lieu of retainage $7,000 pledged for job #8146, $2,000 on job #8222, $27,714.63 for Job #8236)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-668 7/75

Customer Copy

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

146008

Branch McMinnville No. 17

DATE 9-30-75

For The Account of

State of Oregon
Department of Transportation

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't ______
☐ CR. SVNG. Acc't ______
☐ Remit ______

DEPOSITED BY J. C. Compton Co.

	~~U. S. Bank~~
$60,000.00	5.5% Nonnegotiable Time Certificate of Deposit No. 4 195909 J. D. Compton Co Payable to/and Assigned to State of Oregon-Department of Transportation by J. C. Compton Company, Certificate dtd 9-30-75, maturing 12/29/75.

(In lieu of retainage $25,000 pledged for Job #7860, $35,000 for Job #8199)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

[illegible] 7/75

Customer Copy

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records:

Index:

INDEXING: Begins with # 8054 cont. Ends with: #8060

FLASH CARDS:

Remarks:

Reel No. 172A Reduction Ration 21X Project No. —

Camera: Name Bell+Howell Model File master Film 16mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 9th day of June 1986 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Tia Mabry